AMERICAN RAILROAD JOURNAL

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AND

IRON MANUFACTURER'S AND MINING GAZETTE.

ESTABLISHED 1831.

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PUBLISHED AT 48 S. THIRD ST., PHILADELPHIA.

Saturday, October 21, 1848.

EREMOVAL.

The Office of this Journal is removed from the Franklin House, to No. 48 South Third Street, the years 1835-6-7-8 and 9, or in five years, was third door north of the Girard Bank.

. A special request is hereby made, to those to whom Circulars have been recently addressed, that Again in the report made in January, 1848, for the they will respond promptly to them, as an important past eight years, it is stated (see page 21) that for the question—to us at least—is to be decided in accord—years 1840 and 1841, there were carried 306,9891 ance with the response given to the request made in those circulars.

Camden and Amboy Railroad Company. Its Privileges and its Abuses,

his Review of their "Address to the People of New two years, or 689,4131-making a discrepancy of Jersey." If there are even grounds for suspicion of 75,853 in those four years! Why are such errors the truth of such charges, it is quite time that a tho- made if all is right? rough investigation should be had by legislative authority, and if they-or a tithe of them-are found true, let those guilty of such robberies be dealt with as is the highway robber, and the horse thief. Inreceive double punishment, as they have committed their robberies under the shield of law, which has prevented competition, and enabled them to pursue, for years, their iniquitous course, while others who live by depredations on their fellows, do so with the

system of high charges, and their violation of the laws, granting their privileges, by over-charging, 5 and the injurious influences of such a course, upon 6 the railroad interest of the country at large; withou: going into the details of their accounts, as set forth in their reports, in their returns and payment of duties to the State. Although we have published their oreports—when we could get them—as will be seen in the Journal for 1810, an eight or nine-years' report, and in the current volume-No. 21, p. 324another eight-years' report; yet we have never had the means of comparing these reports, with their sworn returns to the State, upon which transit duties were to be paid, therefore we were not aware that discrepancies existed. It appears, however, according to the "Review" of their late "Address," by "A Citizen of Burlington," (see page 10) that in in their report of 1840, they admit that the number carried " across the State," or " from city to city," in 802,615, while their returns to the State show only 764,124—leaving a discrepancy of thirty-eight thou sand four hundred and ninety-one! Why is this? "through passengers;" and for the years 1843 and 1844, the number carried, "from city to city," was 306,5681-or 613,558 passengers in those four years, while by the little report made in 1842, to the stock holders, the number of through passengers was put down at 325,500-and in the little reports for 1843 We gave, in our last, the grave charges of the and 1844 it is stated that the number of passengers "Citizen of Burlington," against this company, in carried, "from city to city," was 368,9134 in those

This "Review" exhibits numerous and glaring discrepancies-or errors?-similar to the above, in returns which have been sworn to by the proper officers, both of the railroad and canal companies;deed, if justice were meted out to them, they would and at the close of his second letter (see page 23) he calls upon the attorney general to present the reports to the grand jury, as containing ample evidence for bills of indictment against the parties for perjury.

It appears that there are others, as well as the 'Citizen of Burlington," who believe that a system law, well known to them and their victims, stareing them in the face.

We have usually confined our remarks, in relation to the management of this company, to their Home Journal, published in New York, over the tween the steckholders and the directors of a corpor-

signature "Q," has, in the numbers for 7th and 14th. inst., taken ground equally bold as the writer of the "Review." He says, in his first article, that-

"There is no one subject now before the public, in which the citizens of New York have so great a pecuniary interest as in the removul of the abuses connected with that corporation, (the C. & A. R. R. Co.) The administration of that company is a great public evil: calling for deliberate and determined action on the part of the community. So long as we had confidence in the integrity and good faith of the management of that body, we were disposed to trust to the influence of experience, and the suggestions of good sense as likely to operate upon the minds of the directors, in favor of a more liberal and popular system. Indeed, common reason and obvious self-interest have been so completely violated by the method heretofore employed in regard to those routes, interest have been so completely violated by the method heretofore employed in regard to those routes, supposing that all was candid and honest, that a strong conviction had taken root in many minds that all was not fair, all was not sound in the interior condition of the companies. We had never yielded to suggestions of that nature; believing that good private standing in the community ought never to be at the mercy at mere suspicion. We were well aware, indeed, that in cases of this kind, there is a corporate conscience, and an individual conscience; and that a responsibility for conduct that is ineffably base and iniquitous, may be held representatively, as if were, and in commission, among a number of men who, in their personal and direct relations, are not more corrupt than the average of humanity. Still we thought that the general presumption of rectitude which the law obligingly makes—possibly because as a presumption of fact it very often could not be made—ought not to be overthrown by anything but direct and positive evidence. thrown by anything but direct and positive evidence.
That evidence at last has come, and in an avalanche that no barriers of doubt can resist. Disclosures have recently been brought before the public, which but another expect those the motion of the positive and evidence. put another aspect upon the matter, and call into exercise other considerations and feelings than those merely connected with convenience and propriety. They can awaken in any candid breast no emotions but those of the deepest moral disgust and indignation.

He says also that "It is not the display of a few accidental faults growing out of oversight and baste, or a few occasional deviations occasioned by the pressure of an apparent necessity: it is a scene of unvaried and unrelieved profligacy and extortion. In the principle of the system, and throughout its details; in grand schemes and in little expedients; at the beginning, at the middle, and at the end; everywhere and at all times; unauthorised profits have been the object, and unlawful practices the method."

This is the language of the entire business community, and it will, ere long, be the language of the entire press of the Union, when those more immediately interested, in New Jersey, New York, and Philadelphia shall speak out-as they soon willboldly on the sucject. "Q." says truly when he

ordinary sense, and of common experience in life, abould imgine that so preposterous an attempt could be successful, is only to be accounted for upon Burk's observation, that dishonesty is not a rational thing, and that, as knavery begins in perverted feelings, it ends in darkening and confusing the judgment.—That it has been tried is unquestionable. The annual report of the directors exhibits a list of newspars whose adjusted and publishes with their fee nual report of the directors exhibits a list of newspapers whose editors and publishers, with their families, travel without charge over the road when they please. The whole number of free tickets is said to be about six hundred. It may become necessary, in the course of the discussion, to publish the names of the editors who thus barter their honor, and betray the community. But if the managers of the road really suppose that they will derive any strength from attempts to debauch the guardians of the public interests, they are destined to startling disappointment. You may as well attempt to push back the wind with a walking-stick, as to close up the avenues of the independent press against the issues of 'roath. That portion of the press which cannot be bribed will resent, with memorable efficiency, the endeavor to disgrace the other part. The press must deliver itself from this most discreditable suspicion. The time has come when the sentiments of the community can no longer be trifled with. The the community can no longer be trifled with. The day of the absolutism of this company has passed

by of the freights upon the railroad, the freights upon the canal and the rates for passengers. Our present remarks have relation to the freights charged upon the railroad: and there are three principal circumstances on this subject to which we desire to direct stances on this subject to which we desire to direct attention, each of which is unquestionably and demonstrably true. In the first place, the charges for transportation on the railroad have been enormously high—so high as to amount in all cases to a most one of the charges are to a most one of the charges have been wholly illegal and in direct violation of the stipulations of their charter, as has recently been decided by the supreme court of New Jersey: and in the third place, this immense excess beyond the legal rate has not intred to the benefit of "It has been said, we know, that the press has been completely corrupted by the agents of this vast sovereignty, and that no newspaper in New York or Philadelphia was open to the free discussion of the subject. The company has been represented as sitting in the centre of New Jersey, like a new Briareus, and governing the ventages of public opinion with the fingers of its hundred hands. It was certainly a scheme of exquisite ingenuity to bribe a plundered country to silence with a share of the spoils taken from its own coffers. But that men of ordinary sense, and of common experience in life, a should imgine that so preposterous an attempt could

we never could understand, allow the stockholders of the company only the legal rate of charges, and devote the rest to their private emolument.

"And first, we speak of the enormous magnitude of the freights which have been exacted ever since the road came into operation. The charter of the company, of date Feb. 4, 1830, authorised them to demand such tolls for transportation as they from time to the company of the company of the respective and the company of the respective to the company of the company of the respective to the company of the company of the respective and the company of the company demand such tolls for transportation as they from time to time shall think reasonable and proper,— 'Provided that they shall not charge more than at the rate of eight cents per ton per mile for the trans-portation of every species of property.' This was an extremely high rate, fixed in the infancy of the railroad system, when the cheapness of this mode of communication was so little understood that the limitation fixed for passengers in the same section was ten cents a mile, afterwards reduced by the state to about three and a half; and it was the maximum freight and was settled in reference to the lightest and most valuable articles of transportation. But this was not sufficient. Although this same charter expressly invested the company with all powers necessary to perfect an expeditious and complete line of communication from Philadelphia to New York,' and after giving them authority to make a railroad from Raritan bay to the Delaware river, expressly made it their duty also 'to provide suita-ble steam or other vessels at either extremity of the

ation; but when it is considered in connection with the high rates of freight and passage, and the number of reconsumerical sections when the theoremunity is made subject, it shows that these evils have no real foundation in necessity or reanon, but spring from bad faith and impure designs, and that there is no hope that any remonstrance, any course of argument, or any weight of interests, can lead to a better state of things. There is no wish honestly to discharge a duty to the public; on the contrary, the determination is to plunder the public; hroughout every department of business, for the advantage of a few men, who use their power to increase their wealth, and apply their wealth to sustain their power. We do not design to indulge in any personalities—we are concerned not with individuals, but with a system. We have only to say, that in such a state of things, nothing is to be done but to put an end to the system. The monopoly must be terminated. The public generally, we are satisfied, has now arrived at the same conclusion. Throughout New York and New Jersey, and particularly throughout New Con and Series of the presence and travel of the system. The mean conclusion. Throughout New York and New Jersey, and particularly throughout New Con and the public generally, we are satisfied, has now arrived at the same conclusion. Throughout New York and New Jersey, and particularly throughout New Con and Series of the public ingress and convenience and travel of the system. The mean conclusion. Throughout New York and New Jersey, and particularly throughout New York and New Jersey, and particularly throughout New Series and the single purpose of individual gain, to the say that the same conclusion. Throughout New York and New Jersey, and particularly throughout New York and New Jersey, and particularly throughout New York and the subject to the York of the New Jersey and particularly throughout New Jork and Jersey and land carriage; yet, adopting the company's con-struction of the proviso, and their own explanation of their conduct under it, this result follows—that their charges from Amboy to New York, by water, are, for all kinds of merchandise, from twice to five are, for all kinds of merchandise, from wiee to five times their railroad charges from Amboy to Philadelphia; and that they are from five to fifteen times greater than those on any steamboats arriving at New York. The legal rate of eight cents per mile for the whole distance is fully double the rate on any other such railroad line in the country; but not satisfied with this, the company directly violate the law and put an illegal construction upon their charter; and they then make an uncandid, an extortionate, an outrageously oppressive use even of this their own wrongful construction.

"We have stated that, in many instances, the company charged as high as 25 cents a ton per mile—being more than three times the maximum legal rate. We do not mean that this was an occasional or accidental thing. We state, from our own know-

or accidental thing. We state, from our own know-ledge, that, for many years, the regular charge for silk goods transported from New York to Philadelphia on this railroad was one dollar the hundred pounds, through; that is \$22 40 a ton, through, or 25% cents a ton per mile; the maximum legal rate being \$7 04 a ton, through, or eight cents a ton per mile."

We have made these copious extracts to show that the writer understands the subject, and that he intends that others shall also understand it. We should like to give his communications entire, if our space would admit of it-but must close this article with his comparative statement of fares charged by this and other railroads, which is as follows:

"The conclusion, therefore, upon the whole matter to which we desire to direct the attention of the merchants of New York, is, that while the company were required, by their charter, not to go beyond 8 cents a mile as the highest charge for any merchan-dize, even the most valuable articles, their average charge, for all kinds of merchandise, light and hea-vy, has, for years, been twelve and a half cents per

mile.

* "On the Amboy route, it will be remembered, that two-thirds of the line is railroad, and one-third by steamboat. On the Boston and Provivence route, all railroad, the freight rates are from the community can no longer be trifled with. The day of the absolutism of this company has passed by forever."

In his second communication, published in the Home Journal, this writer gives his views as follows, in relation to what are termed "monopolies"—or rather charleted companies. He says:

"We do not profess to be opposed to monopolies upon principle. We do not take the ground that they are inherently unconstitutional. They are not unlawful in themselves; and there may be circum—landings at Amboy, so as to acquire a monopoly of the company of the remembered certainty of the ready for the transportation of passengers and produce from two delay should occur one third by steamboat. On the Boston and Providence to storing to eith, so that no delay should occur one third by steamboat. On the Boston and Providence to storing to either two-thirds of the line is railroad, and between Camden and Amboy, and not extending to their steamboat connection between Amboy and N. York; that is to say, to a distance of sixty-one miles are five and one-sixth to six cents a mile, of which the average is five and one-sixth to six cents a mile, of which the average is five and one-will the cents. On the route four and one-sixth to six cents a mile, of which the average is five and one-will the cents, of which the average is six and a quarter cents; and this makes they are inherently unconstitutional. They are not all railroad, the rate of the transportation of passengers and produce from city to city, so that no delay should occur one third by steamboat. On the Boston and Providence to Stonington, all railroad, the rate of the transportation of passengers and produce from city to city, so that no delay should occur one third by steamboat. On the Boston and Providence to Stonington, all railroad, the rate four providence to Stonington, all railroad, they are inherently unconstitutional. They are not due from chird by steamboat. On the Boston and Providence to Stonington, all railroad, the rate four providence to Stonington, all r twelfths of the way is by railroad, and the rest by prosperity of their countrymen, are scarcely known before the suspension by the banks, was addre twelfths of the way is by railroad, and the rest by steamer—is, for all weight goods, three and one-tenths cents a ton per mile. From Boston to New York, via Fall River, of which one-quarter of the distance is railroad, the average rate for weight goods is three cents a ton per mile. On the Western railway, from Worcester to Albany, the rate is, for heavy merchandise, three cents, and for light and bulky, five cents a mile, of which the average is four cents a ton a mile. From Worcester to Boston, the cents a ton a mile. From Worcester to Boston, the rate, for heavy merchandise, is six cents; the average rate for light and bulky merchandise is eight cents, making an average of seven cents a mile;—and, as Worcester is 44 miles from Boston, and 156 from Albany, the average rate from Boston to Albany is under four and three-quarter cents a mile.—The rate from Boston to Lowell for merchandise generally, is five and a half cents a ton, and for mer-chandise by the cargoe, is under five cents a ton. On the railroad from Boston to Portland, by the upper route, the rate is two cents a ton for heavy mer-chandise, and three and one-eleventh cents for light and bulky merchandise and dry goods—making an average of a trifle over two and a half cents a mile; by the lower route, the rate for heavy merchandise and dry goods is three and one-third cents, and for light and bulky, four and four-fifths cents. It is not night and bulky, four and four-fifths cents. It is not worth while to pursue this enumeration further. If all the railroads to the north of us were brought under examination, the result would not materially differ. It follows that our merchants pay, for the transportation of merchandise from New York to Philadelphia—of which one-third is by water, and the residue by a railroad over a perfect plain—at a rate considerably greater than two and a half times. the residue by a railroad over a perfect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain—at a structed, or aided, by that noble city, when he protect plain and the structed, or aided, by that noble city, when he protect plain and the structed, or aided, by that noble city, when he protect plain and the structed, or aided, by that noble city, when he protect plain and the structed, or aided, by that noble city, when he protect plain and the structed, or aided a be extremely detrimental to the interests of New York?"

If the two lines of railroad, between Boston and Portland, can carry for an average of 31 cents per mile, and make good dividends, the Camden and Amboy company could do as well upon three cents a say that a charter was granted, March 15, 1843, to that a compromise may be effected with the contraction, or even upon 24 cents. And if those roads can construct a railroad from Worcester, through Spring-tors, at much less expense than will be incurred by carry passengers—as they do-for two cents a mile, field, to the western boundary of the State. The going on. The work can probably be done now the Camden and Amboy company would do better at 14 cents; yet they charge 34 to 44 cents, and thus two millions of dollars-with power to make branch- ago, but we feel confident that labor must fall still restrict travel, keep down their own profits, and de- es to any place in the towns adjoining those through more, and that a year or two hence, contracts can fraud the State of thousands of dollars annually, which the main line passed-and also to the south- be made on much more favorable terms than at the and policy of the age-and therefore agree fully with Haven and Hartford road, with a prohibition to the largest stockholders, and find them uniformly and "Q." in his remark that "we have taken the matter construction of any other road from Worcester or decidedly in favor of having the work stopped imme-

Railroadiana, or Reminiscences of By-gone Days.

repeat a thousand times, in prose and in verse, the the books were opened in various parts of the State, and it should appear likely that more assessments efforts—or, as they are usually termed, the exploits and in New York, and great efforts made, but little should be called for, in the course of the present tion of his kind-or, in the usual prase, the enemies meetings were held in Fanneuil Hall, and other among the number) will deem it expedient to get rid of his country. This may be well, and no more parts of the State, and in December of the same year of their stock, prefering to lose the amount already than justice to those who expose their lives in defence of their country's konor, in aggressive wars; yet we January, 1836, the corporarion was organised, and they think that every additional assessment paid in are not sure that a man is entitled to any more cre-an increase of \$1,000,000 of capital was applied for, is but an additional loss. We may be wrong in dit for exposing his life in a profession of his choice to be taken by the State, which was granted on the these views, but at present are firm in the belief that which a thousand others equally capable, equally brave, are ready and anxious to occupy if he will Springfield, and in January, 1837, twenty miles unanimous. resign it-than are the thousands who labor equally, and perhaps much more effectually, though in a less conspicuous position, for their country's prosperity. Such, however, is human nature, that the leader, who is fortunate in the use of means placed under of the country, and the suspension of specie payment his control, and more especially if the contest involves by the banks, caused great distrust and discouragevancement of the intelligence, the happiness, and the Their letter, written, if we recollect, a day or two are known as men of great integrity. Both are dis

beyond their own lifeighborhood, or city, or State. to the president of the Western railroad, and is as And even there, in consequence of their modestyas merit is usually modest—they are by no mean justly appreclated, if we may judge by the way they are usually thrust into the shade-by those who came later into the field and adopted plans already maprosperity.

It is not because we suppose it possible to effect a change in the habits, and feelings, and actions, of the people, that we allude to them, nor to censure them for awarding just praise to those who fight our bat- and the conclusion to which they have brought us. tles, but rather as a reason why we are disposed to We do not believe that it would be possible, at the seek tor, and put on record, a memoir of the efforts present time, to collect, from the private stockholdof those who, in the dark days of the system, labored at least against the opinion of able friends, if not required to entitle you to the State subscription, and against hope, in the cause of some of the noblest enterprises in the country.

den places, and put on record, facts which may be write the history of our American railroads. And hand shall have been expended, and as it is propos during a recent visit to Boston-the city of many ed to continue it on detached portions of the road railroads-we intimated our desire to a friend who no part of it can be finished and brought into nee has been active in most of the important works constructed, or aided, by that noble city, when he pro-expenditure will therefore remain wholly unproductered, and overcome, in the construction of the

BOSTON AND ALBANY.

COMMONLY CALLED THE WESTERN RAILROAD.

To understand the subject fully, it is necessary to say that a charter was granted, March 15, 1843, to that a compromise may be effected with the contraccapital stock to be not less than one, nor more than considerably cheaper than it could have been a year which it would receive, if they adopted the spirit ern boundary of the State, to connect with the New present time. We have consulted many of the up with the intention of following it out to the end." Milbury to Hampden county, or from Springfield to diately. If this should be done, they will, doubtless, Berkshire county, within thirty years. In 1835, sur- retain their stock, and responsible stockholders can veys were made from Worcester to Springfield, at then be found, when the time shall arrive for going It appears to be a matter of course to record, and to the expense of private individuals. In June, 1835, on; but if further expenditure should be now made, -of the successful soldier in the field, in the destruc- was subscribed. In the Autumn of 1835, public year, many of the largest stockholders (ourselves two millions of dollars had been subscribed. In paid, or assessed, rather than go on, at a time when -in a post which he prefers to any other-a post 4th of April of that year. In the same month the if a general meeting of stockholders should be callsurveys were commenced between Worcester and ed, the vote to discontinue the work would be nearly were put under contract for grading, and the work, on this portion, was commenced on the 1st of Feb ruary, and progressed with usual spirit until May, when the great revulsion in the business operations

follows, viz:

" Boston, May 9, 1847.

THOS. B. WALES, Esq.,

President Western Railroad Corporation.

Dear Sir: Your note of 3d instant, inviting us to tured-and are forgotten by the people who owe to make any suggestions, that we think likely to prothem a large share of their present and increasing mote the interest of the corporation, over which you preside, is before us.

In conversation with yourself and some of the directors, we have already explained our views fully on this subject, and shall now briefly re-state them. ers, three-fourths of an assessment which would be such is the change of times, and in the situation of many of these stockholders, that we see little proba-We have long desired to draw out from the hid-bility of your being able to collect an assessment for several years to come. If we are right in this, it is If hereafter refered to by those who shall attempt to evident that the work must stop when the money on with your present amount of funds; and the whole written in 1842, in relation to the difficulties encoun- of these salaries is quite large. The funds, now on hand, could be placed at interest, and would accumulate, and be at command, when the time arrives for renewing the work. We presume that some contracts may have already been made, but think

Respectfully your obedient servants, (Signed,) WM. APPETON, WM. STURGIE."

These gentlemen are well known to the world as men of great wealth, acquired in the course of transactions, for a great amount, both at home and abroad. the loss of thousands of lives, is sure to meet the ment among the most enterprising and able men of They are well known as men of great credit, in all plaudits, and the admiration, not only of his own Boston, as will be seen by the following letter writcountrymen, but also of the world, while those who ten by WM. Application and WM. Stundin, Esqrs., severance, who, when they put their hands to the devote long years, perhaps a life-time, to the ad-

tinguished in the Canton trade. Wm. Appleton is iron for the track purchased, of which for 17 miles rich in Congress assembled,] That Asa Whitalso particularly known as one of the meritorious delivered, and siz miles laidedown, engines and ney, of New York, and his assigns, are herealso particularly known as one of the meritorious delivered, and siz miles laid down, engines and ney, of New York, and his assigns, are here-citizens, whose creative impulse brought forth the cars contracted for, depot lands purchased, and con-by authorised to construct a railroad, from any city of Lowell: a model city, for cotton manufac-tracts for depot buildings advertised for, land damelevated character of its manufacturers, male and fe- or before, September of that year. male, as well as in skill and pecuniary succes efficient promoter and director of important railroad the despondence of its firm friends in May, 1837companies, in and out of Massachusetts, and for his and we shall learn from the 'memoir' in our next known for that knowledge which gave birth to his Lecture upon the Oregon Territory, in which lecture, his master mind marked out the very line which (as it placed in vivid light, the best way of guarding the rights ential to each party) was adopted, and acknowledged to be the best line, as soon as presented to Lord Ashburton, through Baring, Brothers & Co., since the opening of the navigation, has been as and was, through Lord Ashburton, adopted by the follows: British government, when it was placed under their eye; and it is but justice to state that Mr. WEBSTER our able negotiator, on this occasion, gave very great weight to a recommendation coming from such a source, a recommendation which was, besides, selfsustained, by its own self-evident merit. In result, then, the very line marked out in Wm. Sturgis' celebrated lecture, formed the basis, and almost the very words of the Oregon treaty; thus terminating, (in a manner satisfactory to both parties,) a contention, which kept alive angry passions, and which was likely to lead us to a war, with one of the most powerful nations on the globe.

We have thus digressed from our present purpose, which is to present the course of one of the most able, and persevering, and far-sighted friends of the -we refer to P. P. F. DEGRAND, Esq. -and to mark the starting point; the point of deep despondency, as it must have been, when such men as Wm. Appleton and Wm. Sturgis (called upon for their opinion by the president of the Western road,) advised virtually abandoning the enterprise, and thus advised after making due and general inquiry. We have presented this letter, not in disparagement of the views of the distinguished men who wrote it, but merely to bring in bold relief the fortunale conception of P. P. F. Degrand, which was, "that the State credit could be made to move, to save the road; to save the character of the State, and to produce innumerable benefits, in despite of all the difficulties, which (distinct from this conception) would (as justly ex pressed by Wm. Appleton and Wm. Sturgis) have presented an insurmountable barrier to the progress of the road.

We shall give, in our next number, the 'memoir' above referred to, from which it will, we think, be seen that, but for the conception, the confidence, and the PERSEVERANCE of Mr. Degrand, that noble work, the Western railroad-the prolific mother of railroads in New England, as if that road would pay a fair return, so would almost any other that could be built -would have been abandoned, at least for some

We find, however, that, notwithstanding the discouraging circumstances of the period when this letter was written, the remainder of the distance, or 34 miles between Worcester and Springfield, was put under contract on the 1st of July, 1837. The highest grade being 511 feet, the shortest curve 1146 feet, the highest embankment 63 feet, and the deepest cut 80 feet. The work was continued during the last half of 1837, and to January, 1839, when the grading of 52 miles was completed, the masonry meally done, the bridges half constructed, the Representatives of the United States of Ame. Sec. 4. And be it further enacted, That no

tures; a model city, for its success, through a long ages all settled, and arrangements made for opening series even of disastrous years; a model city, for the the road between Worcester and Springfield on, or

This was the position of the affairs of this corpor-Wm. Sturgis is known as a very large owner and ation on the 1st of January, 1839, notwithstanding great knowledge of the northwest coast. He is well number by what means and efforts it reached a point so favorable, after having passed the crisis of 1837.

[From the Philadelphia "Commercial List."] Pennsylvania Coal Trade for 1848. From the Lehigh Mines.

The amount of coal shipped from the Lehigh mines during the week ending the 7th inst., and

	the sit most up warf to both	This week. Total this tons. year-tons
١	By Lehigh company, Oct. 10.	5.116 06: 191.683 08
1	By Room Run	3,660 1298,722 04
	By Hazleton	1.802 0072,614 00
	By Beaver Meadow	
	By Buck Mountain	
	By Spring Mountain	782 1452,407 13
	By Cranberry Mines	691 0011.541 00
	White Haven,	
	Diamond Co	
ı	While was to foot the account to a few ways to	

Total.....18,654 12.564,731 18

From the Schuylkill Mines.

The amount of coal forwarded by Reading rail-road during the week ending the 12 h inst., and since the 1st of January, has been as follows—

The Deliver was the street of the second of	Ton	
From Schuylkill Haven	10,244	09
" Pottsville	4,877	
" Port Carbon	7,194	04
" Port Clinton	2,017	00
Total this week	24,333	02
Total this year	995,673	12

The amount of coal brought to market by the as follows:-

From Pottsville and Port Carbon 6536 15

" Schuylkill Haven	
Total this week	
Recapitulation Total Shipments this Season.	ifrjy
By Lehigh companies	
By Reading railroad	
By Schuvikill canal 343.359	08

Total1,908,757 18

Whitney's Oregon Railroad. The following bill was prepared with much labor by a select committee of the senate, Mr. Niles (chairman), Mr. D. H. Lewis, Mr. Bell, Mr. Corwen and Mr. Felch, and unanimously reported by the com-

In the house a select committee of nine also made very strong unanimous report in its favor, with a bill similar to the following.

AMENDMENT

[A Bill to set apart and sell to Asa Whitney, of New York, a portion of the public lands to enable him to construct a railroad from the Pacific ocean

Be it enacted by the Senate and House of and assigns, for any other purpose

point he or they may designate, upon Lake Michigan or the Mississippi river, at his or their option, through the public lands belonging to and under the jurisdiction of the United States, on a line as nearly straight as the face of the country will admit, and where the streams can be bridged, to some point on the Pacific ocean, where a suitable harbor may be had, under the conditions hereinafter specified and stipulated by this act.

Sec 2. And be it further enacted, That all lands belonging to or claimed by the United States, for thirty miles wide, or five full townships of six miles each, on each side of the line of the said road, and for any and all of what may have been sold before this act takes effect, an equivalent number of acres of other government lands to make the full quantity of thirty miles on each side of said road, is here-by set apart and sold to the said Whitney, his heirs and assigns, for the consideration of ten cents per acre, to be paid to the United States, and which sale is subject to the conditions hereinaster declared, and for the purpose of enabling said Whitney and his assigns, from the sale and settlement of said lands, to construct a railroad from either of the points atoresaid to the Pacific ocean. And so soon as said Whitney shall have located, fixed upon and surveyed the route for one hundred miles or more of said road, then all the landsfor thirty miles wide on each side of said line so designated shall be, and are hereby, set apart and held for the special purposes of this act, and subject to the requirements and conditions thereof. And so soon as the said Whitney shall have located and surveyed one hundred miles or more of the line of said Schuylkill canal during the week ending the 12th road, he shall be entitled to select a quantity inst., and since the opening of the canal, has been of the public land, in any of the States or of the public land, in any of the States or Territories, equal to the quantity which may have been sold within the said limits of thirty miles on each side of said line; and on his notifying the commissioner of the general land office of such selection, the same shall be withdrawn from sale and remain set apart for the objects and purposes of this act, in the same manner as the lands lying within the said limits of thirty miles on each side of the said line. And from time to time as the said Whitney shall locate and establish portions of the line of said road, the lands adjoining, to the extent of thirty miles on each side thereof, shall be withdrawn from sale, and also such lands as he may select as an equivalent for the lands which may have been sold within the said limits of thirty miles each side of said line.

Sec. 3. And be it further enacted, That, in locating said route, two hundred feet in width for the entire length of the road shall be appropriated expressly for said road, its stations, buildings, workshops, turnouts, etc., necessary for its complete operation, and shall be forever reserved for the especial purposes herein Lake Michigan or the Miseissippi river to named, and shall not be transferable or subject to sale by the said Whitney, his heirs

fix upon, and locate the route for said road to a suitable bridging place on the Mississippi, one half or alternate five miles by thirty miles Sec. 8. And be it further enacted, That if the road commence on or near lake Mich. wide, of good lands which is by this act held after the passage of this act, and before the igan, or, if commencing at the other point, to to create a fund to aid in the construction of entire route for said road from the eastern such distance as shall be necessary to secure the road through the unavailable lands as terminus to the Pacific ocean may have been the land for the purpose aferesaid. He shall also commence the work with machinery, preparations and arrangements for its continger of the road, or as the said lands may be described by the said land preparations and arrangements for its conting of the road, or as the said lands may be demanded for actual settlement; which shall route, said settlers shall pay, when said route manded for actual settlement; which shall be decided upon by the said commissioner day, with a single track, on a gauge or width of not less than six feet, and with an iron rail of not less than sixty four pounds to the yard, of not less than sixty four pounds to the yard, of the road, or as the said lands may be demanded for actual settlement; which shall be decided upon by the said commissioner day, with a single track, on a gauge or width and consent of the said Whitney; and said of not less than sixty four pounds to the yard, bidder, and in lots not exceeding forty to one act. at his own expense, and to the satisfaction of hundred and sixty acres, and under the directed. Sec. 9. And be it further enacted, That the commissioner hereinafter directed to be tion of said commissioner, said sale shall take appointed, to be charged with the interests of place at the town or settlement nearest to the said road in repair and operation, with turn the United States, who shall certify to the land to be sold; and said commissioner shall outs, buildings and machinery necessary to commissioner of the general land office that cause at least six months' notice to be given accommodate the trade and travel on the line said road has been substantially made and before said sale, in the two principal news to the ocean and to the eastern terminus, and constructed, and is in all respects in conform papers published at the city of Washington; shall not charge tolls, either for passengers or ity to the requirements of this act, and that said road is progressing; and thereupon said Whitney, and his assigns, shall be entitled and fully authorised to sell, at public or principal vate sale, the first five miles of the breadth of day of sale, and the balance on delivery of States mails shall be furnished transportation of the construction of the process thereof, as also that attending freight, while the road is being built, exceeding the sale, shall be paid from the proceeds of said sale, which sale shall be for cash only, railroads of the United States, to be established and fully authorised to sell, at public or principal to the first five miles of the breadth of day of sale, and the balance on delivery of States mails shall be furnished transportation of the construction of the process thereof, as also that attending freight, while the road is being built, exceeding what is then charged by the principal railroads of the United States, to be established and regulated by congress. And the U. said land so set apart for the construction of said road, and one half part of the equivalent lands selected in lieu of what may have been day named for the delivery of the patents, countries. sold; and the commissioner of the general shall forfeit the twenty per cent, and the sale land office shall cause patents to be issued the be void; and the proceeds of any and all after the completion of the whole of said same as for lands sold by the government; such sales, after deducting all necessary expond, from its eastern terminus to the Pacific said patents to be delivered to the said Whitsaid patents to be delivered to the said Whit-ney, for the purchasers under contracts by treasury of the United States, to be drawn and with him; and the title shall be the same as if they had purchased directly from and paid to the government for the lands. The but never except under the certificate from other half, or five miles by thirty wide on each side of said road, with the equivalent as before named, shall be held by the government as a fund, to be applied to the construction of said road through poor or unavailable lands, inadequate for that purpose, and subject to sale only as hereinaster declared. And the road, with all its machinery, shall also be held as a security that the work will be con-And in like manner, for eight hundred miles of said route, or so far as the one half or alternate five miles breadth of land so set apart, with the equivalent for lands sold, shall be found of sufficient value to pay for the construction of said road, said Whitney the construction of said road, said Whitney shall proceed, in manner aforesaid, being authorised to dispose of five miles of said breadth of land, whenever he may have constructed ten miles of the said road. But when the outlay for any ten miles of said road shall be found to exceed the sum for which the whole land, of thirty miles on each side thereof, is or can be sold for, and this fact being certified by said commissioner to the general land office, then the said Whitney shall be, and is hereby, authorised to demand a sale of the reserved lands, or such part thereof as may reserved lands, or such part thereof as may be necessary to supply the deficiency; which sale shall take place as hereinafter declared, and the said Whitney shall receive, direct until patents shall have issued from the gen-for the lands sold by this act.

Sec. 5. And be it further enacted. That the the government absolutely. for by the said Whitney as the money may be wanted to continue and complete said road, said commissioner that this act has been fully

part of the lands embraced by the provisions of this actisfied in the proceeds of such sale, sufficient to eral land office, no titles from, or contracts of this actisfied in the same, if any, after deducting the expenses of said east binding on the government, and all the except under the following terms and conditions, to wit: Said Whitney shall first survey, commissioner, as hereinafter declared.

Sec. 10. And be it further enacted, That ocean, the lands set apart by this act for that purpose, which then remain unsold, shall be and are hereby pledged and held as a fund for operating and keeping in repair said road for the period of ten years, unless it shall be complied with, and that there is a deficiency of means from the lands on the line of said expiration of said ten years, or previously, if road; and said fund shall be held in the the commissioner shall certify that the tolls found, previous to such period, that the tolls treasury only as in trust for this work, and in are sufficient to operate said road and keep it no way considered as belonging to the treasury of the United States, while this work is being carried out, and subject only to this act.

Sec 6. And be it further enacted, That should any of the lands named in the fourth section of this act, which the said Whitney is to be secured by patents as is herein before authorised by the said fourth section to sell provided. And when said road shall be for his own use and benefit, remain unsold completed as aforesaid, all moneys which for ten years after said road shall have been may be in the treasury for lands sold under

rangements with any State through which mitting any of such territory to be a State of said road may pass, or with any individual this Union. said road may pass, or with any individual company or corporation by and with the consent of said State, to build and operate said the president of the United States, by and road, or any part thereof, through said State, with the consent of the senate, shall appoint a commissioner, whose duty it shall be to under the rights and jurisdiction of any State

after said road shall be completed, the con-perly constructed; that no waste is committed gress of the United States shall have power upon the unsold lands; and that the objects to establish and regulate its tolls or charges and intentions of this act are fairly and pro-for freight and passengers forever after; and perly carried out. That when the said Whit-it being intended that this road shall be a new shall have from time to time completed free, public highway, as far as practicable, the ten miles section of road as hereinbefore for the equal and common benefit of all the specified by this act, "according to the best people of the United States, the rates of said plan of construction for a railroad at the pretolls shall be such as to yield a revenue sent day in the United States, on a gauge of merely sufficient to keep said road in repair, not less than six feet, and with an iron rail and to defray the necessary expenses of its of not less than sixty four pounds to the yard," operation, superintendence and other charges, then it shall be the duty of said commissioner including the sum of four thousand dollars and he is hereby authorised, to grant his cerper annum, to be allowed to said Whitney, tificate of satisfaction to the said Whitney that and his assigns, for the care and superinten this act has been complied with. But should pence of said road. And said Whitney and a disagreement arise between the said comhis assigns shall keep an account of the remissioner and the said Whitney, relative to ceipts or proceeds from the sale of all the the manner of the construction of said road, lands set apart by this act for the purposes or any part thereof, such disagreement shall herein named, and also of the expenditures be referred to two competent engineers, chofor the construction of said road, including sen one by each party, and after examining the repairs whilst said work is being completed; and if it shall appear that the outlay shall be final and binding on said Whitney, has exceeded the receipts, which fact shall be and the said commissioner, who is hereby au certified by said commissioner to the secreta-thorised to act and be governed by the same ry of the treasury, and by him communicated but in a case or point where the two engineers to congress, then such additional rates of toll selected cannot agree, then they shall select may be imposed and collected, as may be the third, and the opinion or decision in found necessary to reimburse the said White writing of the majority shall govern and be ney and his assigns for such deficiency. And final, and the said commissioner and said should the business of the road require more Whitney shall so act. And in like manner than one track, then the said Whitney and for all and every disagreement which may necessary for the construction of said road and his assigns are hereby authorised to construct arise under this act, relative to the construct purposes connected with it, to cut timber, get one or more additional tracks at his or their tion of said road, the materials, the machinery, expense, and, with the consent of the States its operations and all other matters. It shall through which said road may pass; and are also be the duty of said commissioner to su. road. hereby authorised to charge tolls, both for perintend, and cause due notice to be given freight and passengers sufficient for the ex- of all sales of the lands named in this act, as penses of operation, etc., as also for a reward hereinbefore specified in different sections, reor return for the cost or outlay for such con- lating to sales at public auction; and it shall locate and survey at least two hundred miles struction, which, as being connected with the be his duty to report all such sales to the gefirst track, shall together be regulated and neval land office, but he shall not have power fixed by congress: Provided, That if, after to receive any payments for any lands sold least ten miles of the road, it shall be lawful the completion of the road, the said Whitney And it shall be the duty of the said commission congress, and such right is hereby resonable and proper care and supervision gress, as to the manner in which this act is privileges conferred on said Whitney, his of said road, its repairs, operations and busi-being carried out, and furnish the said Whit-heirs and assigns, shall be forfeited and cease.

ness to the detriment of the public convenience ney with a copy of said report. Said com-And if, after having commenced and conand interest, such neglect and failure to be missioner shall be paid a salary not exceed-structed a part of said road, said Whitney and judged of and decided by congress, it shall, ing _____ per annum, to be paid out his assigns shall, without good and sufficient in such case, be lawful for congress to impose of the proceeds of land sold under this net ___ reason, neglect to prosecute said work, and a penalty for such neglect, or adopt such other The referees before named in this section of progress with the construction of said road, measures as may be necessary to insure pro this act, shall be paid dollars per day for the period of twelve months, congress resper care and attention to said road, and the each, for the time actually occupied in and by serves the right to revoke all the rights and use thereof; and if such measures as may be the reference, and shall also be paid out of privileges conferred by this act on said Whitadopted to correct the evil shall not be effect the proceeds of lands sold under this act. ... ney, and his assigns, and to transfer the same

tual, congress may then provide for the appointment of some other person of persons, all of that part of the route for said road, all sales at public auction of that portion of for the general oversight and superintendence which is not within a State, but territory of, the lands under this act, as declared and desort of the route for said road, its repairs and operations.

sec. 11. And be it further enacted, That shall see that the road is promptly and pro-

Sec. 12 And be it further enacted. That the said road, its machinery and appurten made under the direction of said commissionthe said Whitney and his assigns may, from ances, shall be exempt from taxation forever; er, as declared in said fifth section, together time to time, enter into such contracts and ar- and this exemption shall be continued on ad- with the register for the district nearest to with the register for the district nearest to where said lands are located. Said sale or sales to take place in the same manner as all sales at public auction of government lands, but for terms of payment as specified in section fifth of this act; and the payment for all such sales, except as specified in section 4th and 6th of this act, shall be made to the receiver of public moneys for the United States in the district nearest to the place of sale; and said receiver shall be responsible for and account to the treasury of the United States for all such moneys so received, the same as for all moneys belonging to the United States: but he shall keep a separate and distinct account of all such moneys, and his certificate or receipt in duplicate shall be given to both the said Whitney and the commissioner of the general land office the same as in case of sales of public lands.

> Sec. 16. And be it further enacted, That the secretary of the treasury shall cause all moneys or funds received under this act to be kept safely in the treasury of the U. States, for the especial purposes of this act, as here-inbefore declared, and separately and distincty from all moneys or funds belonging to the United States. That he shall report to each session of congress an accurate account of all moneys or funds received into, and all which may have been paid out of the treasury under as also the amount in the treasury subject to this act. And he is hereby authorised to pay to the said Whitney from any funds or moneys subject to this act, from time to time, any sum or sums which may be authorised by the certificate from said commissioner that this act has been complied with as hereinbefore declared.

> Sec. 17. And be it further enacted, That the said Whitney is hereby permitted, if found stone, fuel and other materials from any unsold government lands convenient to said

> Sec. 18. And be it further enacted, That if said Whitney and his assigns shall not, within two years from the passage of this act, of said road from its eastern terminus, and have commenced the work and completed at

to some other person or persons, for carrying out and accomplishing the object contemplating out and accomplishing the object out and accomplishing the object of the mass diminishes, other portions of the massing of the ma passage of this act; and one other third shall longer than is necessary, and are in danger twist has been given, and then subjecting it to be made and completed within six years there- of receiving injury therefrom, and the incon- the operation of hammering. But when the in a condition for use within twenty five the same condition, and prepared for the ham the operation of twisting while passing beyons from the passage of this act; and on mer. To obviate this, the patentee prepares tween the rollers, or after it has passed between failure of said Whitney and his assigns to a close chamber for the reception of the one set, and before it passes between the second

Improvements in the Iron Manufacture

The American correspondent of the Birmingham Journal furnishes that paper with many interesting facts in relation especially to the iron trade of this country, which we shall avail of as they come back by rolling or hammering, the fibres are all

A short time since we published a communication from the American correspondent of the Birmingham Journal, wherein mention was made of an invention connected with either in the original manufacture thereof, or the manufacture of iron, which was creating considerable interest among parties interested in the iron trade of that country. The same ble, by laying the fibres in such form and diauthority, in a subsequent letter, gives the fol-

lowing additional particulars:

From the report of the commissioners of patents, I condense the following facts, which tion of rolling or hammering, so that the may not be without interest to those of your readers who are engaged in manufactures There were two patents granted in 1847 for obtaining iron from the ores. The first is for reducing ores in the ordinary cupola furnaces, and consists of little else than the addition of a consist jet of steam upon the more sets of rollers, one or both of which are neighborhood, which it would be difficult to set of steam upon the more sets of rollers, and one set turning in the little set of the rollers, and one set turning in the little set of the rollers, and one set turning in the little set of the rollers, and one set turning in the little set of the rollers, and one set turning in the little set of the rollers, and one set turning in the little set of the rollers are several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents noticed in the report, for improvements in trip hammer tools, metallic several other patents not the report of the report, for mass, while undergoing the ordinary process to be draw rollers, and one set turning in the in such furnaces. The other is for producing usual permanent bearings, and the other set malleable bar iron directly from the ore.— or sets working in a frame or chuck that ro.

The process and apparatus now in use in bloomeries are attended with many disadvantages. The forge fire is such that all the ore the two sets of collers. To enable any one tons, as follows:

after, and the entire road shall be furnished and gruous mass is with difficulty brought into bar is to be drawn by rolling, it is to undergo complete any of the sections of said road charge, of sufficient size to receive the whole set. And when it is twisted on its way to within the period herein specified without charge at once; the upper part of the charge the rollers, one end of the bar may be secured good and sufficient reasons for such neglect, is supported in some degree by moveable bars to a clamp, which is to be rotated as the bar to be judged of by congress, the same right extending across the chamber; and there are is reserved to congress to revoke the rights suitable doors which may be opened when thus prepared are in most instances to be re-

A patent has been granted for improved machinery for twisting and rolling iron into bars. The following extract from the application of the patentee explains it use and process: "In the manufacture of iron either in relation to two important matters in the iron trade and a variety of other purposes, renders it li-we give it entire. to split lengthwise—this state of things being common in the two instances specified. The object of my invention is to treat the iron, afterwards, as to avoid this defect, avd thereby render the iron for these purposes more durarection as to prevent it from scaling off and spliting; and my invention consists in spliting the iron in, or before, or after the opera-tion of rolling or hammering, so that the pletely tied together." fibres shall wind around one another, in manner somewhat similar to the fibres of hemp in a twisted rope or strand. And the second part of my invention relates to the machinery by which I carry into effect my improved and other materials for the loup cannot be skilled in the art to apply my improved pro- Wire, 92,064 lbs.; nails, screws and spikes, placed upon it at once; but as large a mass cess of treating iron, and to construct and use 750,502 lbs.; cables, 2,292,192 lbs.; wrought

and privileges conferred on them, and to transfer the same to some other person or persons the working of the loup, and for removing it as aforesaid, the said Whitney and his assigns when ready for the hammer. When the to be applied, it will be evident that they may retaining such part of the lands, or the avails loupe is nearly reduced, a new charge may be twisted as they pass from the hammer or thereof, as they may be justly entitled to from be introduced, and made to rest upon the bars the extent of the road constructed, according above mentioned, so as to receive all the be the hammering or rolling; and to effect this to the provisions and requirements of this act; and congress further reserves the right and otherwise be lost. These improvements are leaves the hammer or rollers, and the requirements are the said to be in successful operation, effecting a ed twist given; but it is better to give the as the public interest may require, so far as great saving of time and fuel, increasing the twist before the iron has undergone the opeit can be done without impairing the rights quantity, and improving the quality of the ration of rolling or hammering, as it is then and privileges of said Whitney and his asiron. be so severely strained as they would be after the metal has been partly cooled. When iron has been treated and worked according to this process, the fibres instead of running in the bar longitudinally in straight lines, will run in direction of a helix, gradually approachto us through the London Mining Journal; and as drawn longitudinally, which, for the rails of to the axis of the bar; so that, when used for the following extract gives interesting information railroads, for the tyres of railroad wheels, making tyres, or for other analogous purposes, the bar will be prevented from spliting along its length by the tenacity of the fibres which cross the bar in the direction of a helix instead of the mere adhesion of the fibres together; and when used for the rails of railroads, or similar purposes, none of the fibres can be separated from the mass longitudinally as heretofore, nor can the iron be stripped off in scales until the fibres have been cut off on each side—for by their direction they pass diagonally from one side over the surface and

Letters patent have also been granted for forming pen barrels by drawing—a process similar to that of making wire. There are explain without plates.

Report of the Auburn and Syracuse Railros

Sir—Herewith is transmitted the statement of the Auburn and Syracuse railroad company, pursuant to a resolution of the assembly, passed February 2, 1843, for the year ending December 31, 1847. Length of road, 26 miles in We

Cost of construction stated for Jan, '47. \$679,186 52

-117,483 69

years from the hamu

Number of through passengers......129,9774 10,628 a line bar may be clamped as it

Average number of men employed repairing &

more adhesion of the fibres to-

THOMAS Y: How, JR., Thomas Y: How, JR., P. WILLIAMS.

odding New Property of Coke,

Mr. James Naysmith puplishes a short letter in the Mining Journal, in which he alludes to the discovery, of M. Jacquelain, that the diamond may be converted into coke by heat, and says that coke possesses the quality of, and is, diamond! We give his letter that our readers may learn his reasons for

Sin: Having just read in your Journal of the 22d some observations on the interesting experiments of M. Jacquelain, in reference to the conversion of diamond into coke, it occurs to me, that it may be interesting to some of your readers to be made aware of a discovery, in close connection with this subject, which I made several years ago, and description will give some idea of it. which Prof. Faraday has done me the honor The patentee, in describing his to communicate to the Royal Institution.— The grand distinction between the discovery of M. Jacquelain and mine, is simply this: the brakes of railway carriages, to retard title expressed by the words "and generally that while he discovere that diamond can be their motion, much difficulty and inconveni- where a lifting power is required."

for locomotive engines, 52,855; malleable, 17,599; saws, 4,348; anchors, 28,203; and sledges, 103,403; castings, 962,660; hollow ware, irons and hinges, 970,143; axletrees, nail rods, etc., 371,932; sheet and hoop iron, 5,974,960 lbs. Pigs, 474,147 cwts.; scrap, 27,868; bar, 582,685; steel, 89,757 cwts.

The above was valued at \$3,627,313.

The above was valued at \$3,627,313. like to have an eye to the practical application therewith, for the purpose hereafter described. of scientific discovery, I am anxious to have the facts known to your readers, so as, together with the following remarks, they may peradventure, turn this discovery to some useful application; for, although I do not expect glass for the repair of brroken windows, in lieu of a chip of the queen of gems, yet I cannot but feel certain that, when the extreme diamond like hardness of coke is made known to good account as a most cheap material for of its useful application to the sharpening of which purpose, however, the coke must be reduced by evigation to the most minute and impalpable powder. I shall leave the matter of application in the hands of your readers, now they are made aware of the fact which I have endeavored to communicate to them. JAMES NASMYTH

Bridgewater Foundry, Patricoft, near Manchester, July 24,

Compressed Air Railwry Brake.

A patent has been taken out in England for a rail way brake, to be acted upon by compressed air.-The following is the specification of it; and as new ideas beget other new ideas, we give it a place, as a

The patentee, in describing his invention, commences by stating, that according to the arrangements hitherto employed, for actuating

mine into the actual hardness of the minute, an air reservoir, or tank, of sufficient strength plate formed crystals, which compose a mass to sustain a pressure of from 50 to 60 lbs. on of that substance, we shall find they are post the square inch. This reservoir, or tank, he sessed of a remarkable degree of hardness, charges with compressed air, by means of an and can cut glass with that clean looking cut air pump of the ordinary construction, actu-which is so peculiar to the diamond. I use ated in any convenient manner. In connecthe word cut with all due consideration, in tion with this tank there is a pipe, which contra distinction to the scratching property communicates with a main pipe, extending which is possessed by all substances harder beneath the frame work of each carriage, and than glass; but it will be found that coke in the direction of its length, and midway bedoes not scratch, but really and truly cuts the tween the wheels, upon which the carriage is glass, which any of your readers may prove mounted. From each side of this main pipe by taking a small fragment of coke, and there extend hranch pipes, communicating switching it at random across and across, a with cylinders, suitably fixed between each each of these cylinders are fitted with two mond like cuts, more distinct; they will be pistons, working air tight therein, and having found to penetrate pretty deep into the body piston rods connected to them, the opposite of the glass, and give forth most beautiful end of each being furnished with a brake prismatic colors, as the light of the sun falls block of the ordinary kind: but instead of on them. So far this may be all pretty and the middle of the block being in a line with interesting, as tending to still further identify the centre of the axle, upon which the wheel the diamond with carbon; but, as I always is keyed, the bottom of the block is in a line

The patentee states that, assuming the pressure of the compressed air in the main tube or pipe, when filled, to be 5 lbs. on each sq. inch of the piston, and each piston to present a surface of the area of 200 square inches, to see our glaziers using a cinder to cut the there will be a force of 1000 lbs. exerted upon each piston, pressing the break blocks against the peripheries of the wheels; and this pressure will take place simultaneously in all the carriages comprising a train, upon the guard that the fact will be laid hold of, and turned opening a valve for admitting the compressed air to pass from the reservoir, or tank, into all grinding purposes, such as required for the main pipe, by which the impetus of the many processes in the arts—to say nothing train will be suddenly checked. The patentee states that, by increasing the pressure of a razor, as a very superior strop powder, for the compressed air and the area of the piston, the pressure of the brake blocks may be augmented; and, although he has shown by the drawing, annexed to the specification, two pistons in each cylinder, he does not confine himself to this arrangement—as, in some cases, it will be found cheaper for each brake block to have a separate cylinder and piston, and instead of employing compressed air to effect pressure against the wheels a vacuum may be formed in the main tube, and the pressure of the atmosphere be allowed to exert itself upon the other side of the pistonthe end of the cylinder being left open for

The claim is the so applying air, or other good railrosy brake is a desideratum. The following elastic fluid, that it may be couducted to, and made to act upon, the wheels of the carriages simultaneously, or by a vacuum as described. There is a disclaimer attached to this specification, discarding as useless that part of the

IRON VESSELS.

will be fully aware, that the practice in ship building has always been to place the floor only one; it is relieved by a powerful weight timbers of the frame across the keel, which is all right and proper enough for ships built large bolts, that lift the table from the side of timber. And it would seem, from the rails beneath. The machinery, like all inpractice of those engaged in the building of ventions of practical use, is very simple, but fire bricks thus effectually ignites the unconcomposed of massive beams of iron, and can rule should be observed in building ships of iron—that is, by placing the angle irons across the keel to form the floors of the frame. The properties of iron, however, being so different it by no many follows the uncertainty of the properties of the frame. different, it by no means follows that we should adhere to the same rules. The plan I submit for consideration is to form the keel and kelson of plate or bar iron in one or two breadths, from 1½ to 2½ inches in thickness, and from 20 to 24 inches deep, and then to form the floors of angle iron in two lengths and turn the ends of each up the side of the kelson, and connect them together by rivets through the kelson from side to side. The floor plates also should be in two lengths, which being rivetted to the floors, the two sides of the ship will be connected together, equally as well as by the old custom. By this plan also, there will be formed as strong a back bone as can be desired, and I think far superior to that now in use, as the connection with the keel and kelson and floors now in practice is not very efficient. Also, by this plan, the two sides are made completely water tight from each other; and if it were desired, by continuing the kelson up-were desired, by continuing the kelson up-wards with a thinner material, the ship can income in 1847..... be subdivided into fore and aft compartments in addition to the thwartship bulk heads. It From through passengers will also be much easier to make the cross From freight..... section compartments water tight, with the From U.S. mail and other sources.... 13,585 82 atmospheric air has before been admitted into floors and kelson formed after this plan, than Expended for repairs and running road 154,613 97 various descriptions of furnaces above the it is by any now to use. And by turning the aft, from bulkhead to bulkhead.-ROBERT Fowles: Lloyds Register of British and Foreign Shipping, North Shields, June 5.

NEW TURN TABLE,

The Scottish railway Gazette says, " we had an opportunity of witnessing the practi cal application of one of the most recent and important inventions in connection with economy of railway termini. The inventor, in the reserved carriages are kept, in company with a few gentlemen, the engine and tender

Improved Method of Constructing Iron the movement was proceeding; on the contracting of iron vessels.—Having had some experience in the contracting of iron vessels, I beg to submit a plan which I think would be an improvement on what has hitherto been in use. You will be fully a ware that the waste of the single will be fully a ware that the waste of the single will be fully a ware that the waste of the single will be fully a ware that the waste of the single will be fully a ware that the waste of the single will be fully a ware that the waste of the single waste of the single will be fully a ware that the waste of the single waste of the half. There was not the slightest far while given the utmost stisfaction to the railway authorities-having been tested in presence of Mr. Johnstone, manager of the Glasgow and Ayr railway, and other gentlemen, before it was removed from the foundry in Paisley. It is, perhaps, necessary to remark, that gaseous products. the mechanic employed in the erection of the turntable at the railway here, Mr. J. Logan, has very accurately discharged his duty, and proved himself an efficient workman.

Report of the Auburn and Rochester Rail-

Road Company.

Sir—The president, directors and company of the uburn and Rochester railroad, submit the following report of operations in 1847:

The length of the road, 78 miles. The cost of construction to January 1.

Deduct amount received for old iron	2,134,784 46,997		
Cost of construction to 1st Jan., 1847.	2.087.797	22	

395,767 76 228,795 00 105.915 81 47,471 13

Expended for repairs and running road 154,613 97 Dividends in 1847, \$112,000, viz:

Whole number of passengers, 189,345, viz:

Number of freight cars, 83, viz:

Richard Cond, of Kennington, England, has put

to be regulated at pleasure, for the purpose of admitting a supply of atmospheric air in a heated or other state above the fire bars for assisting the combustion of the fuel and the

The second part of the specification relates to reverberatory furnaces, and consists in supplying through numerous apertures in the sides and ends of such farnace above the fire bars, any requisite supply of atmospheric air in a heated or other state, for the purpose of more effectually accomplishing the combustion of fuel in the fire place-the mode of construction described by the patentee being to form a passage or channel around three sides of the furnace, the fourth being open to the hearth of the furnace; this passage or channel is formed within the brickwork of the furnace. The portion between the fire place and the passage being of fire bricks or lumps, it is through these fire bricks or lumps that the apertures are made through which the supply of air is admitted from the passage to the fire place above the fire bars.— The patentee states he is perfectly aware that various descriptions of furnaces above the fire bars: but it has not hitherto been so employed and admitted with respect to reverberatory furnaces.

The third improvement noticed in the specification relates to a more effectual and economical arrangement of apparatus for the heating of water, and for the warming of rooms or buildings. This improvement con-On all other trains..... 25,122 sists in the mode of arranging the bare at the fire from lying immediately against the tubes containing the water. There are a top and a bottom vessel connected together by these nomy of railway termin. The inventor, in this instance, is Mr. Turiff, of the firm of Messrs. Turiff & Fullarton, Vulcan foundry, Paisley, and the machine of his ingenious of railroad between Rochester and Albany, and 78 construction, a powerful turntable. Having been driven a short distance up the line, where buildings, or to other similar apparatus. The rows of vertical pipes or tubes connecting the Average number of men employed in repairs 230, the fire place, the flame and heated air pass.

section being convex in front against the fire and angular behind next to the pipes, they prevent the contact of the fire with the pipes, these bars may be composed of fire clay, or of metal, but the patentee prefers the for-mer. Above the fire place, the front of the flue or chimney is perforated or pierced with a number of small apertures, for the purpose of admitting air to assist the action of the apparatos - C. E. d. A. Jour.

JAMES LAURIE, Civil Engineer No. 23 RAILEOAD EXCHANGE, BOSTON, MASS Railroad Routes Explored and Surveyed. Estimates, Plans and Specifications furnished for Dams, Bridges, Wharves, and all Engineering Structures.

October 14, 1848. 6m*

MANUFACTORY, CAR CINCINNATI, OHIO.



ECK & DAVENPORT WOULD RE spectfully call the attention of Railroad Com-panies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to are extensive, and the means of transportation to different points speedy and economical. They are prepared to execute to order, on short notice, Eight-Wheeled Passenger Cars of the most superior description, Open and Covered Freight Cars, Four or Eight-Wheel Crank and Lever Hand Cars, Trucks, Wheels and Axles, and Railroad Work generally. Cincinnati, Ohio, October 2, 1848.

GREAT LETTING OF WORK ON THE NATI RAILROAD.

Proposals will be received at the office of the engineer, in the city of Cleveland, until the 1st day of November next, at money for the conditions November next, at noon, for the grading, bridging, and masoary, also timber for the superstructure of one hundred and thirty miles of the Cleveland, Columbus and Cincinnati Railroad, lying between the cities of Cleveland and Columbus. Said work comprises some of the linest ever offered to contractors, and will be let in long or short sections as near the nd will be let in long or short sections, as may be esired. The approximate quantities are 3,500,000

desired. The approximate quantities are 3,500,000 yards earth excavation, 30,000 perches masonry, 300,000 cross ties, or sleepers, etc.

Plans, profiles and specifications of the work will be ready for inspection at the offices in Cleveland and Columbus on and after the 15th of October next. Payments will be made monthly, on a fair average value of work done; twenty per cent. of which will be retained to ensure fulfithment of contract,

FREDERICK HARBACH, Eng.

September 21, 1848.

3141

DEAN, PACKARD & MILLS MANUPACTURERS OF ALL KINDS OF

RAILROAD CARS.

SUCH AS

PASSENGER, FREIGHT AND CRANK CARS

SNOW PLOUGHS AND ENGINE TENDERS

OF VARIOUS KINDS. CAR WHEELS and AXLES fitted and furnise at ahort notice; also, STEEL SPRINGS of various kinds; and

SHAFTING FOR FACTORIES.
The above may be hall at order at our Car Factor REUEL DEAN,
ELMAN PAORAND,
ELMAN PAORAND,
LAMASS.
LAMASS.
LAMASS.

RAILROAD IRON.

3000 TONS, ABOUT 60 LBS, PR lineal yard—deliverable early in the Spring, and of undoubted quality, can be contracted for at a low rate. For sale by DAVIS, BROOKS & CO.,

68 Broad street. New York, Sept. 16. 1848, Also on hand-1000 Tons best quality Rails.

TULLER'S PATENT INDIA RUBBER CAR SPRINGS.—These Springs have been in use for nearly four years, with most complete success, and they are now in use upon most of the principal roads in this country. They are made of the best material, are economical, light, and very easy in their motion—all persons using them are guaranteed against adverse claims.

Offices 78 Broad street New York, and Jas. Lee & Co., 18 India wharf. Boston.

Co., 18 India wharf, Boston.

Railroad companies are cautioned against the statements made by the New England car company. The India rubber used by the patentee is the best that can be made, and does not conflict with any existing patent. The rediculous statement that a pamay not vend his own invention needs no re mark.

The patent for these springs was granted to W. C. Fuiler, in Oct., 1845, in the United States and in England; A Mr. Ray claims to have invented another spring, which counsel advise, is a mere evasion of Mr. Fuller's patent, and proceedings are being taken to stop that infringement.

"The New England Car Company" have published an article from the pen of Mr. Hale, president of the Boston and Worcester railroad, expressing his opinion concerning these springs—but they have forgotten to publish the whole of that article; it is side, therefore given in full now, and the portion omitted by the New England car company is printed in itaics, that the public may judge of the manner in which this "company" pervert Mr Hale's meaning.

G. M. KNEVITT, Agent,
78 Broad St., New York.

September 30, 1848.

[From the Boston Advertiser of the 7th June.]

INDIA RUBBER SPRINGS EOR RAILROAD CARS.

"Of the numerous uses to which the wonderful elasticity and durability of India rubber, renders this enasticity and dutability of india rubber, renders this material applicable, we are hardly aware of one, in which it has been more successful than in forming springs for railroad cars. We have had occasion to observe, for some months past, its application to this use, on one of the passenger cars on the Newton special train of the Boston and Worcester railroad. It is there used not only for the springs on which the car rests, but for the springs attached to the draw bar, at each end of the car, to prevent any jar on the sudden commencement, or interruption of the motion of the car. For both these purposes it appears to be admirably adapted, and we do not learn that during the period in which it has been used, any defect in it has been discovered. It renlearn that during the period in which it has been used, any defect in it has been discovered. It renders the movements of the car extremely easy, and protects it more effectually, we think, than any other spring which we have seen in use, from every harsh or unpleasant motion, either vertical or horizontal. It is also simple in its form and application, extremely light, and little limble to get out of repair. During the period of some months in which we have seen the springs in operation, there is no apparent wear or diminution of its efficiency. Each spring is composed of several civaliar layers or rings of India rubber, a thin metallic pidle of the same size being interposed between each of the layers. From the simplicity of its form, it cannot be expensive, and it admits of being made more or less elastic atmost at pleasure. The invention, we understand, was first patented in England, where it has been introduced into general use on several of the principal railroads, and we have no doubt it will come into very extensive use in this country. The putent for this invention, we understand, has been granted to Mr. W. C. Fuller, in England and France, and also in this country. Mr. Knevitt, of New York, is the agent for the patiente for the United States, and he has established a branch office for the stipply of the article in this city, as may be learned from an advertisement in another column of this paper."

No 23 Pear street, Delow Walnut, Philadelphia.

RAILROAD SCALES,—THE ATTENtion of Railroad Companies is particularly requested to Ellicotts' Scales, made for weighing load cars in trains, or singly, they have been the inventors, and the first to make platform scales in the United States; supposing that an experience of 20 years has given a knowledge and superior advantage in the business.

The levers of our scales are made of wrought iron, all the bearers and fulcrums are made of the best cast steel, laid on blocks of grantte, extending across the pit, the upper part of the scale only being made of wood. E. Ellicott has made the largest Railroad Scale in the world, its extreme length was one hundred and twenty feet, capable of weighing ten loaded cars at a single draft. It was put on the Mine Hill and Schuylkill Haven Railroad.

We are prepared to make scales of any size to weigh from five pounds to two hundred tons.
ELLICOTT & ABBOTT.

Factory, 9th street, near Coates, cor. Melon st.
Office, No. 3 North 5th street, Philadelphia, Pa.

TO RAILROAD COMPANIES AND MAN ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of al. bers have for sale Am. and English bar iron, of al-sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for loco-motive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addres-sed to them, or to us, will be promptly executed. When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

245 N. E. cor. 12th and Market sts., Philad., Pa.

THE NEWCASTLE MANUFACTURING THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steambop'ts, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, President of the Newcastle Manuf. Co.

LAP-WELDED WROUGHT IRON TUBES

TUBULAR BOILERS,

FROM 1 1-2 TO 8 INCHES DIAMETER.



DIRECT ACTION ENGINES FOR STEAMBOATS.

THE PATENT DOUBLE CYLINDERS.

THE ANNULAR RING PISTON ENGINES, of Messrs. Mauldslay, Sons & Field, of London, may be built in the United States, under license, which can be obtained of their agent,

THOMAS PROSSER, C. E., 28 Platt street, New York.

May 6, 1848.

WILLIAM JESSOP & SONS, CELEBRATED CAST-STEEL

The subscribers have on hand, and are constantly receiving, from their manufactory,

PARK WORKS, SHEFFIELD,
Double Refined Cast Steel—Square, flat & octagon.
Best warranted Cast Steel—Square, flat & octagon.
Best Double and Single Shear Steel—Warranted.
Machinery Steel—Round.
Best and 2d gy. Sheet Steel—for Saws and other

purposes.

German Steel-flat and sqr., "W. I. & S." "Eagle"

and "Goat" Stamps,
Genuine "Sykes," L Blister Steel.
Best English Blister Steel, etc., etc.
All of which are offered for sale on the most favorable terms, by WM. JESSOP & SONS, 91 John Street, New Yorks

Also by their Agents—
Curtus & Hand, 47 Commerce St., Philadelphia.
Alex'r Fullerton, & Co., 119 Milk St., Boston.
Stickney & Beatty, South Charles St., Baltimore.
May 6, 1848.

NEW PATENT CAR WHEELS. THE SUBSCRIBERS ARE NOW MANU-facturing Metallic Plate Wheels of their invention, which are pronounced by those that have used them, a superior article, and the demand for them has met the most sanguine expectations of the inventors. Being made of a superior quality of Charcoal Iron, they are warranted equal to any

Charcoal Iron, they are manufacture.

We would refer Railroad Companies and others to the following roads that have them in use. Hartford and New Haven, Connecticut River Railroad, Honsatonie, Harlem, Farmington, and Stonington.

SIZER & CO,

January 29, 1819. if Springfield, Mass.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by
A. & G. RALSTON
Mar. 201f
4 South Front St., Philadelphia.

TO MACHINISTS & MANUFACTURERS. The Subscribers have taken the READING CAR AXLE MANUFACTORY—and are prepared to execute orders for Azles of overy description, and Wrought Iron Shafts for Steamboa's, Mills, etc., made from superior material, at short notice. Address Reading, Pa.

ANDREW TAYLOR & CO.

August 5, 1848-3m*

RAILROAD IRON—SHEET IRON—BRASIER'S RODS—HOOPS—SCROLL—BANK'S BEST—& OTHER GOOD MAKES OF ENGLISH IRON.

100 Tons Railroad Iron—Staffordshire make— 56 pounds per yard—shipped from Liverpool 20th July, expected to land on wharf from 10th to 20th

September.

Also have Invoices of Sheet Iron, Brasier's Rods, Hoops, Scroil, and Band Iron, Banks best, and other good makes of English Rolled Iron, to arrive, suitable for Railroad Axles, etc., etc., equal in quality to American Rolled Iron. I have agency of several best makers in England and Wales, and can import for Railroad Companies, and others, on best terms, and at much less prices than they can be supplied from American Mills,

DAVID W. WETMORE,

218 Water street.

New York, Sept. 9, 1848.

New York, Sept. 9, 1848. 6w*

MATTEWAN MACHINE WORKS.

THE MATTEWAN COMPANY HAVE added to their Machine Works, an extensive Locomorive Engines department, and are prepared to execute orders for Locomotive Engines of every size and pattern—also, Tenders, Wheels, Axles, and other Railroad Machinery, to which they ask the attention of those who wish such articles, before they purchase elsewhere.

STATIONARY ENGINES, BOILERS, ETC., Of any required size or pattern, arranged for driving Cotton, Woollen, or other Mills, can be had on favorable terms, and at short notice.

COTTON AND WOOLLEN MACHINERY, Of every description, embodying all the modern im-provements, second in quality to none in this or any other country, made to order.

MILL GEARING. Of every description, may be had at short notice, as this company has probably the most extensive as-sortment of patterns in this line, in any section of the country, and are constantly adding to them.

TOOLS. Turning Lallets, Slabbing, Plaining, Cutting, and Drilling Machines, of the most approved patterns, together with all other tools required in machine shops, may be had at the Mattewan Company's Shops, Fishkill Landing, or at

39 Pine Street, New York.

WM. B. LEONARD, Agent.

39 Pine Street, New York.

WM. B. LEONARD, Agent.

FAIRBANKS' RAILROAD SCALES.

The Subscribers are prepared to construct at short notice, Railroad and Depot Scales, of any desired length and capacity. Their long experience as manufacturers—their improvements in the construction of the various modifications, having reference to strength, durability, retention of adjustment, accurracy of weight and despatch in weighing—and the long and severe tests to which their scales have been subjected—combine to ensure for these scales the universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron value confidence of the public.

No other scales are so extensively used upon Railroads, either in the United States or Great Britain; and the manufacturers refer with confidence to the following in the United States.

Eastern Railroad,
Providence & Wor. R.R.,
Concord R. R.,
Providence & Wor. R.R.,
Concord R. R.,
Providence & Wor. R.R.,
Concord R. R.,
Providence & Wor. R.R.,
Providence & Wor. R.R.,
Concord R. R.,
Providence & Wor. R.R.,
Providence

long and severe tests to which their scales have been subjected—combine to ensure for these scales the universal confidence of the public.

No other scales are so extensively used upon Railroads, either in the United States or Great Britain; and the manufacturers refer with confidence to the following in the United States.

Bastern Railroad, Boston and Maine R. R., Providence Railroad, Providence & Wor. R.R., Concord R. R., Concord R. R., Schenectady Railroad, Fitchburg R. R., Schenectady Railroad, Baltimore & Ohio Road, Baltimore & Susq. R. R., Phila. & Reading Road. Schuylkill Valley R. R., Central (Ga.) Railroad. Macon and Western R.R., New York and Erie Railroad; and other principal Railroads in the Western, Middle and Southern States.

E. & F. FAIRBANKS & CO. St. Johnsbury, Vt.

Agents FAIRBANKS & Co., 81 Water st. N. York.
A. B. Norris, 196 Market st., Philad.
April 22, 1848.

PATENT HAMMERED RAILROAD, SHIP A TENT HAMMERED KALLROAD, SHIF-and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufac-ture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any torm of head. From the excellence of the material al-ways used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

THE SUBSCRIBERS ARE PREPARED TO execute orders at their Phomix Works for Railroad Iron of any required pattern, equal in quality and finish to the best imported.

REEVES, BUCK & CO., Philadelphia.

ROBERT NICHOLS, Agent,
No. 79 Water St., New York.

HILLED RAILROAD WHEELS THE CHILLED RAILROAD WHEELS.—THE undersigned are now prepared to manufacture their Improved Corrugated Car Wheels, or Wheels with any form of Spokes or Disks, by a new process which prevents all strain on the metal, such as is is produced in all other chilled wheels, by the manner of casting and dooling. By this new method of manufacture, the hubs of all kinds of wheels may be made whole—that is, without dividing them into sections—thus rendering the expense of banding unnecessary; and the wheels subjected to this process will be much stronger than those of the same size and weight, when made in the ordinary way.

A. WHITNEY & SON,

Willow St. below 13th,

Nov. 10, 1847. [tf.] Philadelphia, Penna.



THE SUBSCRIber has on hand a good assortment of his best Leveling and

HENRY BURDEN, Agent
Spikes are kept for sale, at Factory Prices, by
& J. Townsend, Albany, and the principal from mer
chants in Albany and Troy; J. I. Brower, 222 Water
St., New York; A. M. Jones, Philadetphia; T. Jar
viers, Baltimore; Degrand & Smith, Biston.

4 Railroad Companies would do well to forward
their orders as early as practicable, as the subscriber
is desirous of extending the manufaturing so as to
keep pace with the daily increasing demand.

ja45

To LOCOMOTIVE AND MARINE ENgine Boiler Builders. Pascal Iron Works, 2hiladelphia. Welded Wrought Iron Flues, suitable for Locomotives, Marine and other Steam Engine Boilers, from 2 to 5 inches in diameter. Also, Pipes for Gas, Steam and other purposes; extra strong Tube for Hydraulic Presses; Hollow Pistons for Pumps of Steam Engines, etc. Manufactured and for sale by

MORRIS TASKER & MORRIS,
Warstouse S, E. corner 3d and Walnut Sts., Phila delphia.

CHILLED RAILROAD WHEELS.— THE undersigned the Original Javentor of the Plate Wheel with solid hub, is prepared to execute all orders for the same, promptly and faithfully, and solicits a share of the patronage for those kind of wheals which are now so much preferred, and which he originally produced after a large expenditure of time and money.

Paint Pleasant Foundary, Point Pleasant Foundry.

He also offers to furnish Rolling Mill Castings, and other Mill Gearing, with promptness, having he believes, the largest stock of such patterns to be found in the country.

A. T. Kensington, Philadelphia Co., March 12, 1848.

NORWICH CAR FACTORY,
NORWICH, CONNECTICUT.

A T the head of navigation on the River Thames,
and on the line of the Norwich and Worcester
Railroad, established for the manufactory of

RAILROAD GARS,

OF EVERY DESCRIPTION, VIZ: PASSENGER, FREIGHT AND HAND CARS,

ALSO, VARIOUS KINDS OF ENGINE TENDERS AND SNOW PLOUGHS. TRUCKS, WHEELS & AXLES

Furnished and fitted at short notice. Orders executed with promptness and despatch, Any communication addressed to JAMES D. MOWRY.

> General Agent, Norwick, Con

Will meet with immediate attention.

MANUFACTURE OF PATENT WIRE
Rope and Cables for Inclined Planes, Standing Ship Rigging, Mines, Cranes, Tillers etc., by
JOHN A. ROEBLING, Civil Engineer,
Pittsburgh, Pa.
These Ropes are in successful operation on the

These Ropes are in successful operation on the planes of the Portage Railroad in Pennsylvania, on the Public Slips, on Ferries and in Mines. The first rope put upon Plane No. 3, Portage Railrord, has row run 4 seasons, and is still in good conditions. 92v11v

them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs, Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Pa-tentee G. A. NICOLLS, ja45 Reading, Pa.

TO RAILROAD COMPANIES AND BUILD-ERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS,

WELDED WROUGHT IRON TUBES ma 4 inches to 4 in calibre and 2 to 12 feet long, able of sestaining pressure from 400 to 2500 lbs. square inch, with Stop Cocks, Te L+, and er fixtures to sait. Sting together, with screw ats, suitable for STEAM. WATER, GAS, and for COMOTIVE and other STEAM BOLLER FLUSS.



Manufactured and for sale by MORRIS, TASKER & MORRIS. archouse S. E. Corner of Third & Walnut Street

AWRENCE'S ROSENDALE HYDRA-

solidity for years.

For sale in lots to suit purchasers, in tight paperen barrels, by

JOHN W. LAWRENCE,

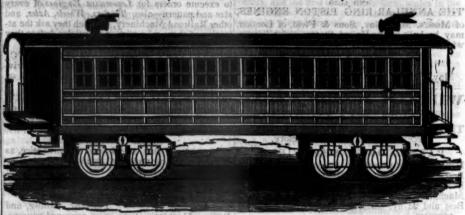
143 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

32 17

DAVENPORT & BRIDGES'

WORKS, CAMBRIDGEPORT, MASS.



Manufacture to Order, Passenger and Freight Cars of every description, and of the most improved pattern; also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices.

All orders punctually executed and lorwarded to any part of the country.

Our Works are within fifteen minutes ride from State street, Boston—Omnibuses pass every fifteen

NICOLL'S PATENT SAFETY SWITCH
for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them. HE SUBSCRIBER IS PREPARED TO

RAILROAD IRON, PIG IRON, ETC.

600 Tons of T Rail 60 lbs. per yard.

25 Tons of 21 by 4 Flat Bars.
25 Tons of 24 by 9-16 Flat Bars.
100 Tons No. 1 Gartsbrorie.
100 Tons Welsh Forge Pigs.
For Sale by A. & G. RALSTON & CO.
No. 4 So, Front St., Philadelphia

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Director and Managers are respectfully invited to examine an improved Spark-Arrester recently patented by the undersigned.

Our improved Spark Arresters Our improved Spark Arresters have been extensively used during the last year, on both passenger & freight engines, and have been brought a such a state of perfection that no annoyance from sparks or dustfrom the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from an entirely different principle from the contraction.

The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings, near it to force where they call by the interest.

the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and near in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits

R. L. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Notristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich; G. B. Fisk, President Long Island Railroad, Brooklyn. Monroe, Mich.; M. F. Chittenden, Su sident Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, care Messrs. Baldwin & Whitey, of this city, will be promptly executed. ney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

**Philadelphia, Pa., April 6, 1844.

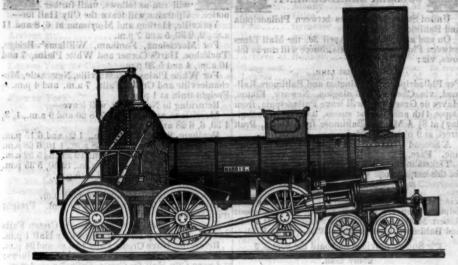
**The letters in the figures refer to the article given in the Journal of June, 1844.

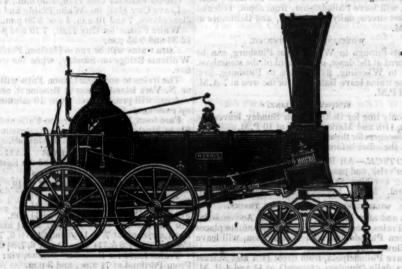
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LOCOMOTIVE WORKS. BUSHHILL, SCHUYLKILL SIXTH-ST., PHILADELPHIA





THE UNDERSIGNED Manufacture to order Locometive Steam Engines of any plan or size.

Their shops being enlarged, and their arrangements considerably extended to facilitate the speedy execution of work in this branch, they can offer to Railway Companies unusual advantages for prompt delivery of Machinery of superior workmanship and finish.

Connected with the Locomotive business, they are also prepared to furnish, at short notice, Chilled

TAKE.

Wheels for Cars of superior quality,
Iron and Brass castings, Axles, etc., fitted up complete with Trucks or otherwise,

NORRIS' BROTHERS.

MACHINE WORKS OF ROGERS, the the complete state of the complete st

or an descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callen-ders; lathes and tools of all kinds; iron and brass

ings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
Paterson, N. J., or 60 Wall street, N. York.

PIG AND BLOOM IRON.—THE SUBSCRIbers are agents for the sale of numerous brands
of Charcoal and Anthracite Pig Iron, suitable for
Machinery, Railroad Wheels, Chains, Hollowware,
etc. Also several brands of the best Puddling Iron,
Juniatta Blooms suitable for Wire, Boiler Plate, Axe
Iron, Shovels, etc. The attention of those engaged
in the manufacture of Iron is solicited by
A. WRIGHT & NEPHEW,
12tf Vine St. Wharf, Philadelphia.

T. & C. WASON, Manufacturers of every rods east of the depot, Springfield, Mass.

Running parts in sets complete, Wheels, Axles, or any part of cars furnished and fitted up at short notice and in the best manner.

N.B. Particular attention paid to the manufacture of the most improved Freight Cars. We refer to the New Haven, Hartford and Springfield; Connecticut River; Harlem; Housatonic, and Western, Mass., Railroads, where our cars are now in constant use.

Dec. 25, 1847.—1y.

PRING STEEL FOR LOCOMOTIVES,
Tenders and Cars. The Subscriber is engagep
in manufacturing Spring Steel from 14 to 6 inches
in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and
wherever used, its quality has been approved of.
The establishment being large, can execute orders
with great promptitude, at reasonable prices, and the
quality warranted. Address

JOAN F. WINSLOW, Agent,

Albany Iron and Nail Works,

IMPORTANT TO ENGINEERS, CONtractors, and Surveyors.—The Engineer's, Contractors and Surveyor's Pocket Table Book, by J.
M. Scribner, A. M., 264 pages, 24 mo; tuck binding, with gilt edge. Published by Huntington &
Savage, 216 Pearl street, New York.

The above work comprises Logarithms of Numbers, Logarithmic Sines and Tangents, Natural
Sines and Natural Tangents; the Traverse Table,
and a full and attensive set of tables, exhibiting at
one view the number of cubic yards contained in any
embankment or culting, and for any base or slope of
sides usual in practice. Besides these essential tables,
the work comprises 50 pages more of Mensuration,
Tables, Weights of Iron, Strength of Materials,
Formulas, Diagrams, etc., for laying out railroads,
canals and curves; much of which has never before
been offered to the public, and all dispensable to the
engineer. This book will prove a great saving of
time, and will enable the new beginner to furnish
results as accurately (and with much greater rapidity) as the most experienced in the profession without
its aid. The tables of Logarithms, etc., have been
carefully corrected and compared with different editions of the same tables; and all the tables throughout the book have been read carefully by proofs four
times; hence the most implicit confidence may be
placed in their correctness.

Also, Scribner's Engineer's and Mechanic's Com-

out the took have been lead carefully by profits four times; hence the most implicit confidence may be placed in their correctness.

Also, Scribner's Engineer's and Mechanic's Companion, new edition, 264 pages, enlarged, with 35 pages of entirely new matter, and much improved throughout.

throughout.
It is believed these books are so well adapted to suit the above professions, that they cannot afford to do without them, and that they will aid in rewarding well directed mental labor.

Both are for sale by all the principal booksellers throughout the United States and Canada.

WESTERN RAILROAD. ON AND AFter Monday, April 5, 1847, the passenger days excepted, as follows:

Boston at 8 a. m. and 4 p. m. for Albany.
Albany at 7 1-4 a. m. and 5 p. m. for Boston,
Springfield at 8 1-2 a. m. and 1 p. m. for Albany
Springfield at 8 1-2 a. m. and 1 1-2 and 3 p. m. (or
on arrival of the train from New York) for Boston.
Day line to New York, via Springfield.—The

steamboat train leaves Boston at 6 a. m., and arrives in New York at 7 p. m., by the steamboats Traveller, New York, or Champion. Returning, leaves New York at 6 1-4 a. m., and arrives in Boston at

7 p. m. Night line to New York.—Leaves Boston at

Night line to New York.—Leaves Boston at m., and arrives in New York at 5 a. m.
Albany and Troy.—Leave Boston at 8 a. m., Springfield at 1 p. m., and arrive in Albany at 6).

Springfield at 1 p. m., and arrive in Albany at 6).

In the Troy trains connect at Greenbush.

The Troy trains connect at Greenbush.

The trains for Buffalo leave at 71 a.m. and 7 p.m.

For Northampton, Greenfield, etc.—The trains of the Connecticut River Railroad leave Springfield at 8 1-4 a.m., 1 and 3 p.m., and passengers proceed directly on to Bratileboro', Windsor, Bellows Falls, Walpole, Hanover, Haverhill, etc.

For Hartford.—The trains leave Springfield on the arrival of the trains from Boston.

The trains of Pittsfield and North Adams Railroad leave Pittsfield on the arrival of the trains from Boston.

Boston.

N. B.—No responsibility assumed for any bagges by the passenger trains, except for wearing apparel not exceeding the value of fifty dollars, unless by special agreement.

JAMES BARNES, Sup't and Eng'r., C. A. SEAD, Agent, 27 State street, Boston.

GEORGIA RAILROAD. FROM AU-GUSTA to ATLANTA—171 MILES. AND WESTERN AND ATLANTIC RAILROAD FROM AT-LANTA TO DALTON, 100 MILES.

This Road in connection with

the South Carolina Railroad and Western and Atlantic Railroad now forms a con-tinuous line, 408 miles in length, from Charleston to Dalton (Cross Plains) in Murray county, Ga.— 39 miles from Chattanooga, Tenn.

-YOO SELEVIOLE OF	Between Augusta and Daiton	Between Charleston and Dalton
ge i Pablished by identification &	271 miles	408 miles
1st class. Boxes of Hats, Bonnets, and Furnature, per cu- bic foot. 2d class. Boxes and Bales of Dry Goods, Sadiery, Glass	80 18	\$0.28
Paints, Drugs and Confectionary, per 100 lbs 3d class. Sugar, Coffee, Liquor Bagging, Rope, Cotton	1 00	t 50
Yarns, Tobacco, Leather, Hides, Copper Tin, Feathers, Sheethron, Hollow Ware Castings, Crockery, etc.		0.85
4th class. Flour, Rice, Bacon, Pork Beef, Fish, Lard, Tal- low, Beeswax, Bai Iron, Ginseng, Mil Gearing, Pig Iron, and	nunsian nunsian neumn	officer this will
Grindstones, etc Cotton, per 100 lbs Molasses, per hogshead. " barrel	0 40 0 45 8 50 2 50	0 6 ₅ 0 7 ⁵ 13 5 ⁰ 4 25
Salt per bushel	a de constantes	1 50
ters, w nectoarrows	. 0 75	1 30

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at the constant of the commissions. F. C. ARMS,

Sup't. of Transportation

Augusta, Ga., July 15, 1847.

THE WESTERN AND ATLANTIC Railroad.—This Road is now in operation to Oothcaloga, a distance of 80 miles, and connects daily (Sundays excepted) with the Georgia Rail

road.

From Kingston, on this road, there is a tri-weekly line of stages, which leave on the arrival of the cars on Tuesday, Thursday and Saturday, for Warrenton, Huntsville, Decatur and Tuscumbia, Alabama, and Memphis, Tennessee.

On the same days, the stages leave Oothcaloga for Chattanooga, Jasper, Murfreesborough, Knoxville and Nashville, Tennessee.

This is the most expeditious route from the east to any of these places

CHAS. F. M. GARNETT,

Chief Engine Atlanta, Georgia, April 16th, 1846 CENTRAL RAILROAD-FROM SAVAN-nah to Macon. Distance 190 miles. This Road is open for the trans-

portation of Passengers and
Freight. Rates of Passage, \$8 00. Freight—
On weight goods generally... 50 cts. per hundred.
On measurement goods ..., 13 cts. per cubic ft.
On bris. wet (except molasses and oil)...

PHILADELPHIA, WILMINGTON BALTIMORE RAILROAD.—184

SUMMER ARRANGEMENT.

United States Mail Lines between Philadelphia

and Baltimore. Fare, \$3.

On and after Monday, April 3d, the Mail Lines between Philadelphia and Baltimore will run as fol-

Per Philadelphia, Wilmington and Baltimore Railroad, via Chester, Wilmington, Newark, Elkton,
Havre de Grace, etc., will leave Philadelphia, from
Depot, 11th and Market streets, daily fexcept Sunday) at 84 A.M., and Baltimore from Depot, Pratt
street, at 9 o'clock, A.M.

A Second Class Car will be run with the morning

Fare, \$2

Tickets must positively be procured at the Office for this car, as none will be sold by the conductors.

AFTERNOON LINE

Via Newcastle and Frenchiown, will leave Philadelphia, from Dock Street Wharf, per Steamboat Robert Morris, daily (except Sunday) at 24 P.M., and Baltimore, from Bowly's Wharf, at 24 P.M.

Supper provided on board the boat.

NIGHT LINE.

Per Philadelphia, Wilmington and Baltimore Rail-road, will leave Philadelphia, from depot, 11th and Market streets, daily, at 11 P.M., and Baltimore at

WHEELING AND PITTSBURG.

Tickets through to Wheeling or Pittsburg, can be procured at the depot, or on board of the steamboat. Pare to Wheeling, \$13. Fare to Pittsburg, \$12. The trains leave Baltimore for the west at 7 A.M.

SUNDAY MAIL LINE.

The only line for Baltimore on Sunday leaves the depot, 11th and Market streets, at 10 P.M.

Passengers for these lines must procure their Tickets at the office before taking their seats in the cars.

NOTICE.—All Baggage by these lines is at its owner's risk, and passengers are expressly prohibited taking anything as baggage, except their wearing apparel. 50 lbs. baggage allowed each passenger.

WILMINGTON ACCOMMODATION TRAINS.

On and after Monday, April 3d, the Accommoda-tion Trains, stopping at all the intermediate places between Philadelphia and Wilmington, will leave as follows, viz: Leave Philadelphia, from depot 11th and Market

Leave Wilmington, from the depot, Wafer street, daily (Sundays excepted) at 11 and 4 P. M.
Leave Wilmington, from the depot, Wafer street, daily (except Sunday) at 71 A.M. and 41 P.M.
The Freight Accommodation Train will leave

Philadelphia at 7 P.M. and Wilmington at 7 P.M. The Mail 'Trains stopping at Chester and Wilminton, leave Philadelphia at 81 A.M. and 10 P.M. Wilmington at 1 o'clock, P.M., and 12 midnight. Fare to Wilmington, 50 cts. Fare to Chester, 25 cts. G. H. HUDDELL, Agent.

March 23, 1848.

BOSTON AND PROVIDENCE RAIL-road. On and after Monday, October 2d, the Trains will run as follows:

Steamboat Train—Leaves Boston at 5 p.m.—eaves Providence, on the arrival of the train from

Accommodation Trains—Leave Boston at 8 a.m. and 31 p.m. Leave Providence at 81 a.m. and 31

Dedham Trains—Leave Boston at 9 a.m., 12 m., 3, 6, and 10½ p.m. Leave Dedham at 7½ 10½ a.m., 1½, 4½, and 9 p.m.

Stoughton Trains—Leave Boston at 11½ a.m. and

Leave Stoughton at 81 a.m. and 21 p.m.

4½ p.m. Leave Stoughton at 8½ a.m. and 2½ p.m. Freight Trains—Leave Boston at 11 a.m. and 6 p.m. Leave Providence at 4 a.m. and 7 40 a.m. On and after Wednesday, Nov. 1, the DEDHAM TRAIN will run as follows: Leave Boston at 9 a. m., 12 m., 3, 5½ and 10½ p.m. Leave Dedham at 8 10½, a.m., 1½, 4½ and 9 p.m. WM. RAYMOND LEE, Sup't.

YORK & HARLEM RAILROAD CO.—Summer Arrangement.—On and after Tuesday, June 1st, 1847, the cars

Tuesday, June 1st, 1847, the cars will run as follows, until further notice. Up trains will leave the City Hall for—Yorkville, Harlem and Morrisana at 6,8 and 11 a.m., 2, 2 30, 5 and 7 p.m.

For Morrisiana, Fordham, Williams' Bridge, Tuckahoe, Hart's Corner and White Plains, 7 and 10 a.m., 4 and 5 30 p.m.

For White Plains, Pleasantville, Newcastle, Mechanicsville and Croton Falls, 7 a.m. and 4 p.m. 2- Preight train at 1 p.m.

reight train at 1 p.m.

Returning to New York, will leave—

Merrisiana and Harlem, 7, 8 20 and 9 a.m., 1, 3,

Merrisiana and Harlem, 7, 8 20 and 9 a.m., 1, 3, 30, 6, 6 28 and 8 p.m.
Fordham, 8 08 and 9 15 a.m., 1 20 and 6 15 p.m.
Williams Bridge, 8 and 9 08 a.m., 1 10, 6 08 p.m.
Tuckahoe, 7 38 and 8 25 a.m., 12 55 and 5 52 p.m.
White Plains, 7 10 and 8 35 a.m., 12 50, 5 35 p.m.
Pleasantville, 8 15 a.m. and 5 15 p.m.
Newcastle, 8 a.m. and 5 p.m.
Mechanicsville, 7 48 a.m. and 4 48 p.m.
Croton Falls, 7 30 a.m. and 4 30 p.m. Freight rain at 10 a.m.

Freight train will leave 32d street for Croton Falls Freight train will leave 32d street for Croton Falls and intermediate places, 4 a.m and City Hall 1 p.m. Returning, leave Croton Falls 10 a.m. and 94 p.m. ON SUNDAYS, the trains will run as follows: Leave City Hall for Croton Falls, 7 a.m, 4 p.m. Croton Falls for City Hall, 7 30 a.m., 4 30 p.m. Leave City Hall for White Plains and intermediate places, 7 and 10 a.m. 4 and 5 30 p.m. White Plains for City Hall, 7 10 and 8 35 a.m., 12 30 and 5 35 p.m.

12 30 and 5 35 p.m.

Extra trains will be run to Harlem, Fordham and Williams Bridge on Sunday, when the weather is

The trains to and from Croton Falls will not stop on N. York island, except at Broome st, and 32d st.

A car will preceed each train 10 minutes to take

up passengers in the city.
Fate from New York to Croton Falls and Somers \$1, to Mechanicsville 871c., to Newcastle 75c., to Pleasantville 621c. to White Plains 50c. 25tf

BOSTON AND MAINE RAILI Upper Route, to Portland and the East. Summer Arrangement. BAILROAD.

Summer Arrangement.

Commencing July 3d, 1848.

Trains leave Boston as follows, viz:

For Portland at 7 A.M. and 2½ P.M.

For Great Falls at 7 a.m., 2½ and 4½ p.m.

For Haverhill at 7 and 11½ a.m., 2½, 4½ and 6 p.m.

For Lawrence, at 7, 9, 11½ a.m., 2½, 4½, 6, 7 p.m.

For Reading 7, 9 & 11¼ a.m., 2½, 4½, 6, 7, 8½ & 10 p.m.

Trains leave for Boston as follows, viz:

From Portland at 7½ a.m., and 3 p.m.

From Great Falls at 6½ and 9½ a.m., and 4½ p.m.

From Haverhill at 7, 8½ and 11 a.m., 3½ and 6½ p.m.

Lawrence at 6½, 7½, 8½, 11½ a.m., 12½, 3½, 6½, p.m.

Reading at 6, 6½, 7½, 9½, 11½ a.m., 1, 4, 7½, 9, 10 p.m.

MEDFORD BRANCH TRAINS.

From Boston at 650, 9½ a.m., 12½ 2½, 5½, 7, 10 p.m.

MEDFORD BRANCH TRAINS.
From Boston at 6-50, 9½ a.m., 12½ 2½, 5½, 7, 10 p.m.
From Medford at 6-10, 7½, 10½, a.m., 2, 4, 6½, 9½ p.m.
STEAMBOAT TRAINS.
For BANGOR, every Monday, Wednesday and
Friday, at 5 p.m.
For HALLOWELL, every Tuesday, Thursday &
Saturday, at 7 a.m.

Saturday, at 7 a.m.
The Depot in Boston is on Haymarket Square.
CHAS. MINOT, Super't.

Boston, July 3d, 1848.

PHILADELPHIA AND READING RAIL-ROAD.—Passenger Train Arrangement for 1848.

A Passenger Train will leave at 9 o'clock A. M. The Train from Philadelphia arrives at Reading

at 12 18 M. The Train from Pottsville arrives at Reading at

10 43 A. M.

Between Phila. and Pottsville, 92 \$3.50 and \$3.00

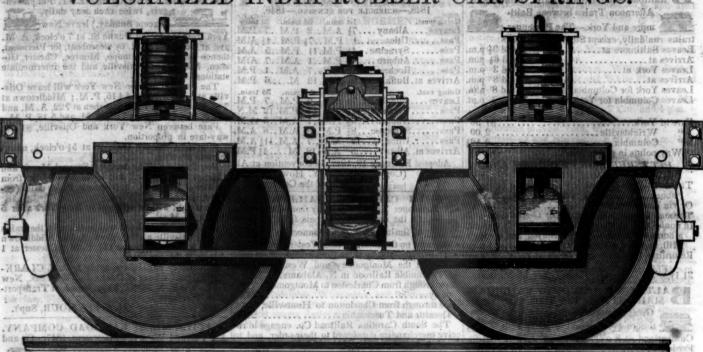
" Reading, 58 2-25 and 1-90

" Pottsville " 34 1-40-and 1-20 " Pottsville Five minutes allowed at Reading; and three at

other way stations Passenger Depot in Philadelphia corner of Broad and Vine street

	RAILROAD LINE BETWEEN ALBANY	NEW YORK ANDERIE RAILROAD LINE.
Railroad.—Reduction of Fare. Morning and Afternoon Trains between Balti-	AND BUFFALO, N. Y. 1848.—schedule for running.—1848.	SUMMER ARRANGEMENT. For passen-
more and York.—The Passenger	Going west, 1st train, 2d train, 3d train	(except Sunday,) leave New
rains run daily, except Sunday, as follows:	LeavesAlbany71 A.M2 P.M7 P.M. Pass Utica1 P.M71 P.M11 A.M.	York from the foot of Duane St. at 7 o'clock, A. M.
Leaves Baltimore at9 a.m. and 34 p.m.	Page Syrachise ALPM 11 PM 5 AM	and at 4 o'clock, P. M. by steamboat, for Piermont, thence by cars to Ramapo, Monroe, Chester, Go-
Arrives at	rass Auburn of F.M A.M A.M	shen, Middletown, Otisville, and the intermediate
Leaves York at	PassRochester 121 M.N. 7 A.M. 1 P.M. Arrives at Buffalo 51 A.M. 12 M 6 P.M.	stations
Leaves York for Columbia at 1; p.m. and 8 a.m.	Going east, let train, 2d train, 3d train,	The return trains for New York will leave Otisville at 6 30, A. M. and 4 15, P. M.; Middletown at
Leaves Columbia for York at 8 a.m. and 2 p.m.	LeavesBuffalo71 A.M. 2 P.M. 7 P.M. Pass Rochester 121 M 7 P.M. 13 M.N.	7 A. M. and 4 40, P. M.; Goshen at 722, A. M. and
Fare to York	PaseAuburn61 P.M1 A.M6 A.M.	5 3, P.M.; Chesier at 7 35, A.M. and 5 18, P.M.
" Wrightsville 2 00	Pass Syracuse 81 P.M 31 A.M 8 A.M.	Fare between New York and Otisville, \$1 50 way-fare in proportion.
War roints in managerian	PassUtica12 M.N7 A.M.111 A.M. Arrives at. Albany5 A.M.12 M41 P.M.	For Milk-Leave Otisville at 51 o'clock, morn-
Way points in proportion. PITTSBURG, GETTYSBURG AND	Adopted February 18, 1848, in convention at Al-	ing and evening. For Freight — The barges Samuel Marsh and
HARRISBURG.	bany. (Copy.) T. Y. Howe, Ja.,	"Henry Suydam, Jr." will leave New York (from
Through tickets to Pittsburg via stage to Har-	Secretary of the Convention.	the foot of Duane St.) at 5 o'clock, P. M. daily (ex-
risburg	SOUTH CAROLINA RAILHOAD.	cept Sundays.) No freight will be received in New York after 5
Through tickets to Harrisburg or Gettysburg 3	Passenger Train runs daily from Charleston, on the arrival of the boats from	o'clock, P. M.
In connection with the afternoon train at 31 o'clock, a horse car is run to Green Spring and Owing's	Wilmington, N. C., in connection	Freight for New York will be taken by the train
Mill, arriving at the Mills at	with trains on the Georgia, and Western and Atlant	eaving Otisville at 101 o'clock, A. M.; Middletown at 111, A. M.; Goshen at 121, P. M.; Chester at 1
Returning, leaves Owing's Mills at 7 a.m.	tic Railroads—and by stage lines and steamers con-	o'clock, P. M., etc., etc.
D. C. H. BORDLEY, Sup't. 31 1v. Ticket Office, 63 North st.	nects with the Montgomery and West Point, and the Tuscumbia Railroad in N. Alabama.	For farther particulars, apply to J. F. CLARK SON, Agent, corner of Duane and West Sts., New
DALTIMORE AND OHIO RAILROAD.	Fare through from Charleston to Montgomery	York or to S. S. POST Superintendent Transport
MAIN STEM. The Train carrying the	Fare through from Charleston to Huntsville,	ation, Piermont.
Great Western Mail leaves Bal-	Decatur and Tuscumbia 23 00	24tf H. C. SEYMOUR, Sup't.
timore every morning at 71 and	The South Carolina Railroad Co. engage to re-	T ITTLE MIAMI RAILROAD COMPANY
Cumberland at 8 o'clock, passing Ellicott's Mills,	ceive merchandize consigned to their order, and to forward the same to any point on their road; and to	The state of the s
Frederick, Harpers Ferry, Martinsburgh and Han- cock, conncting daily each way with—the Wash-	the different stations on the Georgia and Western	aner monday, ischemiser som,
ington Trains at the Relay House seven miles	and Atlantic railroad; and to Montgomery, Ala., by	until further notice, a Passenger
from Baltimore, with the Winchester Trains at	re West Point and Montgomery Railroad.	train will run as follows: Leave Cincinnati daily at 9 A. M., for Milford
Harpers Ferry — with the various railroad and steamboat lines between Baltimore and Philadelphia	The state of the s	Foster's Crossing, Deerfield, Morrow, Fort Ancient
and with the lines of Post Coaches between Cum-	CENTRAL AND MACON AND WEST- ern Railroads, Ga.—These Roads with the	Freeport, Waynesville, Spring Valley, Xenia, Yel-
berland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Browns-	Western and Atlantic Railroad	low Springs, and Springfield. Returning, will leave Springfield at 41 a.m. Upward train arrives at
ville and Pittsburgh. Time of arrival at both Cum-	of the State of Georgia, form a	Springfield at 21 pm Downwant train arrives at
berland and Baltimore 51 P. M. Fare between	continuous line from Savannah to Oothcaloga, Ga., of 371 miles, viz:	
those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about	enting your heat world in Al., arms hereafter not be Miles.	Freight trains will run each way day.
36 hours, to Pittsburgh \$10, and time about 32 hours.	Savannah to Macon—Central Railroad190 Macon to Atlanta—Macon and Western101	Messrs. Neil, Moore & Co. are running the fol- lowing stage lines in connection with the road:
Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except	Atlanta to Oothcaloga—Western and Atlaniic. 80	A daily line from Xenia to Columbus and Wheel
Sundays from Baltimore to Frederick at 4 P. M.,	Goods will be carried from Savannah to Atlanta	ing, carrying the great Eastern mail.
and from Frederick to Baltimore at 8 A. M.	on Weight Goods—Sugar, Cof-	Daily lines from Springfield to Columbus, Zanes ville and Wheeling. Also to Urbana and Bellefon
WASHINGTON BRANCH.	fee, Lionor, Bagging, Rope,	taine.
Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 51 P. M	Butter, Cheese, Tobacco, Leather, Hides, Cotton	A line of Hacks runs daily in connection with
from Washington, connecting daily with the lines	Yarns, Copper, Tin, Bar &	the train between Deerfield and Lebanon. Passengers leaving for New York and Boston, ar
North, South and West, at Baltimore, Washington, and the Relay house. Fare \$1 60 through between	Sheet Iron, Hollow Ware &	rive at Sandusky city via Urbana, Bellefontaine &
Baltimore and Washington, in either direction, 4	Castings	the Mad River and Lake Eric railroad, in 27 hours
cents per mile for intermediate distances. \$13y1	Flour, Rice, Bacon in Casks or boxes, Pork, Beef, Fish,	including several hours' sleep at Bellefontaine. To the same point via Columbus, Delaware, Mansfield
MJORWICH AND WORCESTER RAIL-	Lard, Tallow, Beeswax, Mill	and the Mansfield and Sandusky city railroad, is 33
1 Road. Summer Arrangement.—1848.	Gearing, Pig Iron and Grind Stones	hours. Distance from Cincinnati to Springfield by
Accommodation Trains	On Measurement Goods-Box-	railroad
daily, (Sundays excepted.)	es of Hats, Bonnets and Fur-	over a good Summer road32 "
Leave Norwich, at 6 a. m., 12 m. and 5 p. m. Leave Worcester, at 64 and 10 a. m., and 44 p. m.	niture, per cubic foot 0 20 0 26 Boxes and Bales of Dry Goods,	From Bellefontaine to Sandusky city by
connecting with the trains of the Boston and Wor-	Saddlery, Glass, Paints,	railroad
cester and Providence and Worcester railroads.	Drugs and Confectionary, per cubic foot 0 20 pr. 100 lbs. 35	FARE—From Cincinnati to Lebanon \$1 00
New York a Boston Line. Railroad a Steamers. Leave New York and Boston, daily, Sundays ex-	Crockery, per cubic foot 0 15 " 35	" Springfield . 9 00
cepted, at 5 p.m.—At-New York from pier No. 1 N.	Molasses and Oil, per hhd.,	" Columbus 4 00
River.—At Boston from corner Lincoln and Beach	(smaller casks in proportion). 9 00 12 50 Ploughs. (large.) Cultivators.	The Passenger trains runs in connection with
streets, opposite United States Hotel. The steam- boat train stops only at Framingham, Worcester,	Ploughs, (large,) Cultivators, Corn Shellers, and Straw	Strader & Gorman's line of Mail Packets to Louis
Danielsonville and Norwich.	Cutters, each	ville,
Freight Trains leave Norwich and Worcester	barrows 0 80 1 05	Tickets can be procured at the Broadway Hotel Dennison House, or at the Depot of the Company
daily, Sundays excepted.—From Worcester at 61 a. m., from Norwich at 7 a.m.	Salt, per Liverpool Sack 0 70 0 95	on East Front street.
Fares are Less when paid for Tickets than when	Passage—Savannah to Atlanta, \$10; Children,	Further information and through tickets for the
paid in the Cars. S. H. P. LEE, Ja., Sup't.	under 12 years of age, half price, Savannah to Macon, \$7.	Stage lines, may be procured at P. Campbell, Agen on Front street, near Broadway.
	Goods consigned to the subscriber will be for-	The company will not be responsible for oaggage
RAILROAD IRON-2500 TONS HEAVY H Rail, now landing, and expected shortly to	warded free of Commissions.	beyond 50 dollars in value, unless the same is re turned to the conductor or agent, and freignt paid a
	or Oothcaloga.	of a passage for every \$500 in value over tha
DAVIS BROOKS & CO.	F. WINTER, Forwarding Agent, C. R. R.	amount, day being 001
July 19th, if 68 Broad street, New York.	Sayannah, Aug. 15th, 1846. 1y34	47tf W. H. CLEMENT, Sup's,

VULCANIZED INDIA



THE NEW ENGLAND CAR COMPANY The following article, from the pen of Mr Hall, AP-WELDED WROUGHT IRON TUBES have introduced these Springs, and they are the president of the Boston and Worcester railroad, I for Tabular Rollers from Lt to 15 inches directly

known to answer the purpose; and if any such should be produced, it cannot be used for Car Springs, while Goodyear's patents, and the rights of the New England Car Company under them, remain in force.

The New England Car Company are now prepared to answer orders tor all that may be called for, on reasonable notice, and uniform and equitable terms. They invite the most careful examination, and the severest scrutiny, into the merits of their on the Boston and Worcester railroad corporation on the Boston and Worcester railroad corporation and the severest scrutiny, into the merits of their on the Boston and Worcester railroad corporation on the Boston and Worcester railroad corporation.

Supt. Car Building B. & W. R. R.

Boston. June 10, 1848. Springs, wherever they have applied them. And if cars. after such examination, your Company should judge it for their interest to adopt them, the N. E. Car Company would respectfully invite the patronage which they think they deserve, and are confident of receiving at your hands.

EDWARD CRANE, Agent, Office 99 State Orders may also be left with WM. RIDER & of their character and properties.

BROTHERS, No. 58 Liberty street, New York, or with

F. M. RAY, Agent,
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BRADLEY & RICE, Car Builders.

Boston, June, 1848.

The New England and they are now in operation on every Railroad terminating in Boston, and several others in New England and the Middle States. Their qualities are well understood or may be readily ascertained by every person interested to know them. They require no recommendation from the Company. The only known compound of India Rubber, now the application of it, and the form in which it is used, were invented by Charles Goodyear, of New Hawen, and the application of it, and the form in which it is used, were invented by F. M. Ray, of New York. The right to manufacture and sell the substance itself for the purpose of Railroad Carriages Springs, as well as the form and application of it, are held exclusively by the New England Car Company which the car rests, but for the springs attached to the right to use the article they sell for Railroad Carriage Springs ouly, against all adverse rights, whether under patents or otherwise; and all persons and corporations are cautioned against all single to the care very service of the article when purpose, or has attempted as the company, or individual, has any right to use the article they sell for Railroad Carriage Springs ouly, against all adverse rights, whether under patents or otherwise; and all persons and corporations are cautioned against a similar used the article they sell for Railroad Carriage Springs ouly, against all adverse rights, whether under patents or otherwise; and all persons and corporations are cautioned against a similar used the article they sell for Railroad Carriage Springs ouly, against all adverse rights, whether under patents or otherwise; and all persons and corporations are cautioned against a similar used the article they sell for Railroad Carriage Springs ouly, against all adverse rights, whether under patents or otherwise; and all persons and corporations are cautioned against a similar used the article they sell for Railroad Carriage Springs ouly, against all adverse rights, whether under patents or otherwise; and all persons and corpo

The New England Car Company have introduced their Vulcanized India Rubber Car Springs on the roads with which we are respectively connected, and we fully concur with Mr. Hale in the above opinion

for advertising contracts, and placing the merits of new undertakings fairly before the public.

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LETTERS and COMMUNICATIONS for this Journal may be directed to the Editor,

D. K. MINOR.